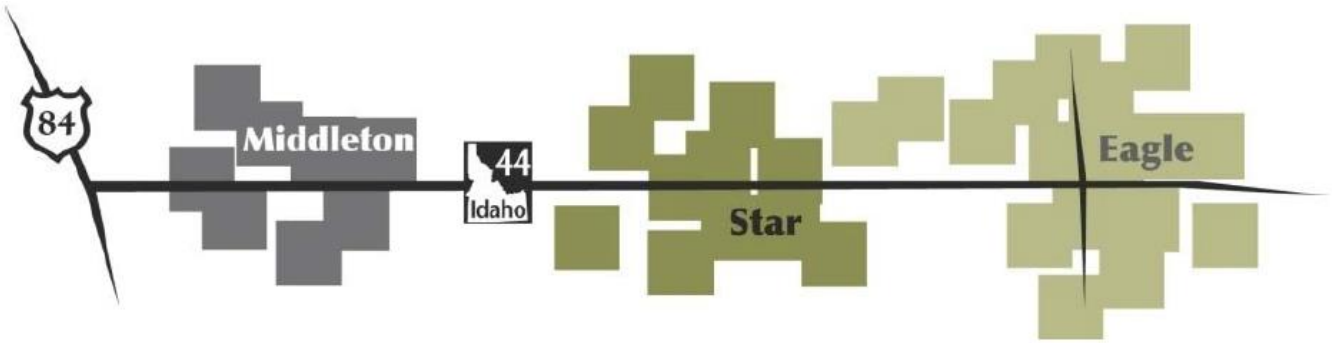
SH-44, I-84 to Eagle, Corridor Study

Traffic Analysis and Access Management



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SH-44, I-84 to Eagle, Corridor Study
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Prepared for:

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Chapter 1 Introduction

The Idaho Transportation Department (ITD) District 3 retained Six Mile Engineering to complete the traffic study and access management documentation to support the SH-44, I-84 to Eagle Road, Corridor Study. This report summarizes the traffic analysis results and access management strategies at 28 key intersections along the 17.3-mile-long corridor.

SH-44 is designated as a MAP-21 National Highway System (NHS) Principal Arterial. It is a two-lane highway from I-84 to Linder Road and a five-lane arterial from Linder Road to Eagle Road. SH-44 extends through three cities – Middleton, Star and Eagle – in the study area. The posted speed limit is 55 miles per hour (mph) throughout the majority of the corridor with speed zones as low as 25 mph through the cities of Middleton and Star. Under ITD's access management policy, *IDAPA Rule 39.03.42, Rules Governing Right-of-Way Encroachments on State Rights-of-Way*, SH-44 is classified as a Statewide Route, which designates a minimum traffic signal spacing of one mile in rural/transitional areas and one-half mile in urbanized areas.

1.1 Analysis Year and Design Level of Service

The analysis year for the traffic study is 2045, which is five years beyond the planning year for the regional long-range transportation plan, *Communities in Motion 2040 2.0* (CIM 2040 2.0). The CIM 2040 2.0 is an update of the 2040 CIM and was approved in December 2018.

The design level of service (LOS) threshold for intersections and roadway segments on SH-44 was set by ITD to be LOS D or better.

1.2 Traffic Analysis Scope

The primary goals of the traffic analysis were to quantify the existing traffic operations on the corridor to establish a baseline condition and to quantify traffic operations for the design year, identifying deficiencies and proposing improvements needed to meet the design LOS on the corridor and its major intersections.

The traffic evaluation consisted of the following four conditions with varying traffic volumes and roadway conditions:

- **2018 Existing** – current-year traffic with current roadway network
- **2045 No-Build** – design-year traffic with no widening improvements on SH-44

- **2045 Build** – design-year traffic with four/five-lane widening on SH-44 from I-84 to Linder Road
- **2045 Build Needs** – design-year traffic with four/five-lane widening on SH-44 from I-84 to Linder Road and additional unfunded intersection or roadway capacity improvements needed to achieve the design LOS D

The PM peak period is the critical peak period evaluated for this study; however, the AM peak period was evaluated for the intersection LOS metric. The following traffic operations metrics and peak periods were evaluated:

- Intersection LOS (based on average vehicle delay) for the AM and PM peak periods
- Urban street section LOS (based on average running speed for through travelers on SH-44 between controlled intersections) for the PM peak period
- Travel time for the PM peak period

1.3 Study Area

The SH-44 study area extends approximately 17.3 miles from I-84 in Canyon County to Eagle Road in Ada County as shown in Figure 1-1 on page 3. The following intersections are included in the traffic analysis (listed from west to east):

1. Old Highway 30
2. Stone Lane
3. River Road
4. Freezeout Road
5. Channel Road
6. Canyon Lane
7. Emmett Road
8. Hartley Lane
9. Cemetery Road
10. Hawthorne Drive
11. Dewey Avenue
12. S. Middleton Road
13. N. Middleton Road
14. Duff Lane
15. Lansing Lane
16. Kingsbury Road
17. Blessinger Road
18. Can Ada Road
19. Highbrook Way
20. Star Road
21. Plummer Road
22. SH-16
23. Palmer Lane
24. Moon Valley Road
25. Linder Road
26. Park Lane/Old Valley Road
27. Fisher Park Way
28. W. State Street

The study limits do not include the I-84 interchange or Eagle Road; however, Eagle Road was included in the traffic microsimulation modeling because it impacts the arterial operations of the study area intersections to the west.

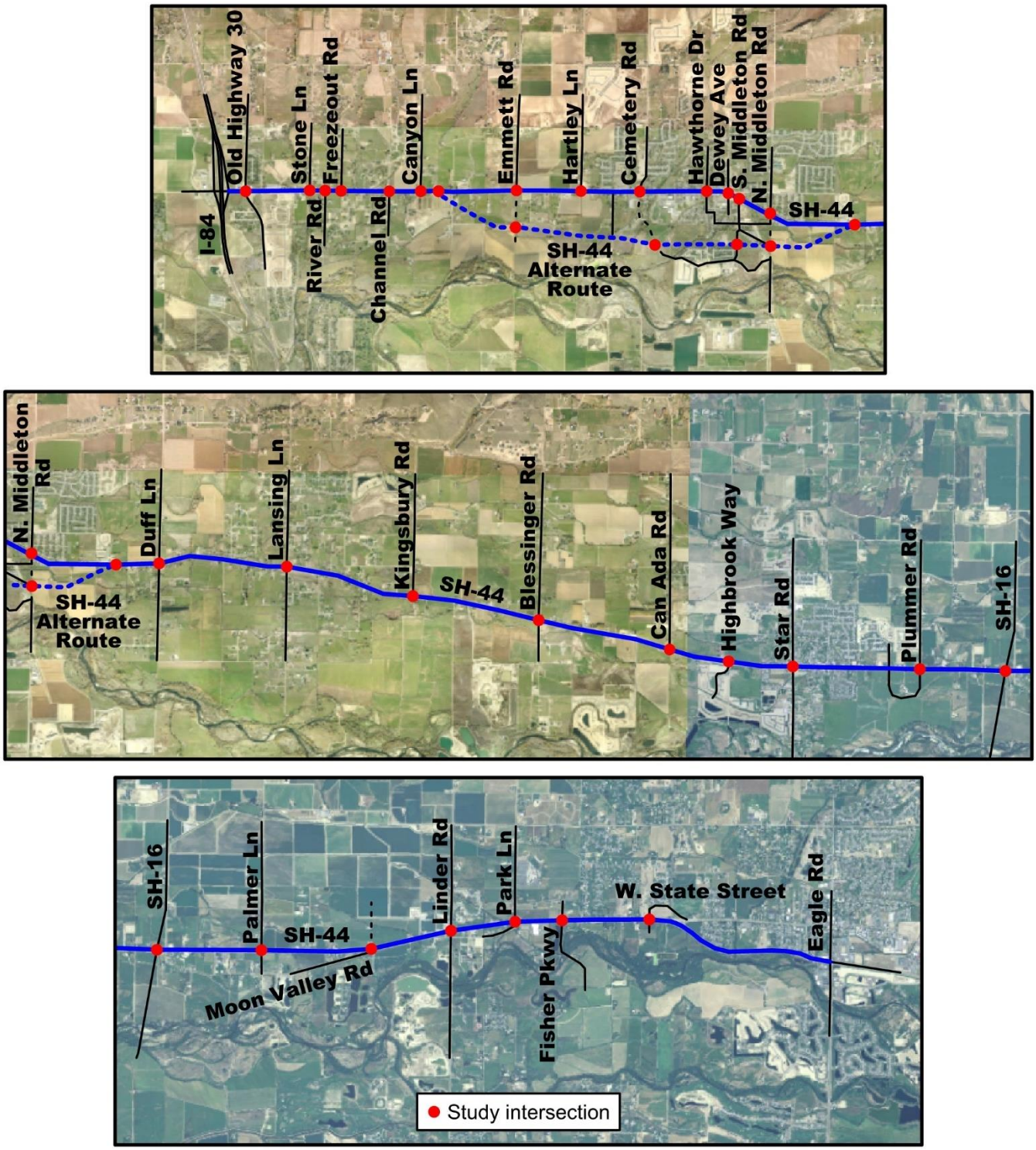

Figure 1-1. SH-44 corridor study area and intersections

The 2045 Build/Build Needs analysis includes the future SH-44 Alternate Route located south of the city of Middleton, between Canyon Lane and Duff Lane, which adds the following six intersections to the traffic analysis:

29. SH-44 Alt. Route and SH-44 West Termini
30. SH-44 Alt. Route and Emmett Road
31. SH-44 Alt. Route and Cemetery Road
32. SH-44 Alt. Route and Crane Creek Way
33. SH-44 Alt. Route and N. Middleton Road
34. SH-44 Alt. Route and SH-44 East Termini

1.4 Agency and Stakeholder Coordination

The following agencies and stakeholders were included and consulted during the evaluation process:

- Canyon County
- Canyon Highway District No. 4
- Ada County
- Ada County Highway District (ACHD)
- City of Middleton
- City of Star
- City of Eagle
- Community Planning Association of Southwest Idaho (COMPASS)
- Federal Highway Administration (FHWA)
- SH-16 Design Team

Prior to finalizing the 2045 Build and Build Needs analysis, meetings were held with the Canyon County agencies and Ada County agencies to confirm the future intersection improvements and access management schemes used in the traffic modeling.

1.5 Access Management Scope

The access management on this corridor generally follows *IDAPA Rule 39.03.42, Rules Governing Right-of-Way Encroachments on State Rights-of-Way*, and is documented in this report as a reference for the corridor study.

Chapter 2 Existing and Forecasted Traffic

2.1 Existing Traffic

2.1.1 Intersection Turning Movement Counts

The 24-hour intersection turning movement counts were collected by ITD between March 6 and April 17, 2018. Counts were collected for two to three days at higher-volume intersections and for one day at lower-volume intersections. The Stone Lane, River Road and Freezeout Road intersections were added to the analysis later in the study and were not included in the initial counts. Canyon Highway District No. 4 provided AM and PM peak hour intersection turning movement counts that were collected between August 1 and 2, 2018.

2.1.2 Seasonal Adjustment Factors

The 2018 intersection counts were collected on weekdays in March, April and August and do not represent annual average weekday traffic (AAWT); therefore, the counts were adjusted by a seasonal adjustment factor (SAF) to normalize them to AAWT. ITD does not generate standardized SAFs and does not have a standard method to calculate SAFs so the methods from the *2002 Project Traffic Forecasting Handbook* by the Florida Department of Transportation (FDOT) were used.

Historic traffic counts from the automatic traffic recorder (ATR) No. 157 on SH-44 west of Longhorn Street were used to calculate the SAFs. Following FDOT methodology, SAFs were calculated for each month using volumes from the previous calendar year (2017). The monthly SAFs were interpolated to determine a SAF for each week, which are shown in Appendix A. The weekly SAFs were applied to each 2018 intersection count according to the count start date. The 2018 AM and PM peak hour seasonally adjusted intersection turning movement volumes are summarized in Appendix B.

2.2 COMPASS Forecasts

2.2.1 Communities in Motion 2040 2.0 Funded Projects

The 2045 No-Build and Build models follow the CIM 2040 2.0, which includes the following short-term and long-term funded projects:

- I-84 widening
    - Three lanes in each direction from Franklin Boulevard IC to Exit 29

- SH-44 widening
  - Four/five lanes from Star Road to SH-16
  - Five lanes from SH-16 to Linder Road
- US-20/26 widening
  - Five lanes from Smeed Parkway to Middleton Road
  - Five lanes from Middleton Road to Star Road
  - Five lanes from Star Road to SH-16
  - Five lanes from SH-16 to Linder Road
  - Six lanes from Linder Road to Eagle Road
- Linder Road widening
  - Five lanes from Overland Road to US-20/26
  - Seven lanes from US-20/26 to SH-44
  - Five lanes from SH-44 to Beacon Light Road
- Star Road widening
  - Five lanes from McMillan Road to SH-44
- SH-44 and Star Road intersection – Replace or modify signal and reconstruct and widen approaches

The following corridors and projects on the CIM 2040 priority list do not have long-term funding in the CIM 2040 2.0 and were not included in the 2045 No-Build and Build roadway networks for the SH-44 study:

- SH-16 four-lane expressway from US-20/26 to I-84
- SH-16 interchanges at SH-44 and US-20/26
- Beacon Light Road/Purple Sage Road extension from Purple Sage Road to SH-16

2.2.2 2018 and 2045 Roadway Networks

ITD and Six Mile coordinated with COMPASS to develop the following model scenarios for this study:

- 2018 Base
  - <u>SH-44 and Surrounding Roadway Network</u>: Includes all roadway improvements expected to be completed and open to traffic by December 31, 2018.

- 2045 No-Build
  - SH-44: To maintain a true "No-Build" scenario, the four/five-lane widening of SH-44 from Star Road to Linder Road is not included, although it is on the CIM 2040 2.0 long-term funded list.
  - Surrounding Roadway Network: Includes short-term and long-term funded roadway projects listed in the CIM 2040 2.0.
- 2045 Build
  - SH-44: Includes four/five-lane widening of the existing SH-44 alignment from I-84 WB Ramps to Linder Road, excluding existing segments of SH-44 between the Middleton Alternate Route termini. SH-44 widening between I-84 and Star Road is currently unfunded.
  - Surrounding Roadway Network: Includes short-term and long-term funded roadway projects listed in the CIM 2040 2.0.
  - SH-44 Middleton Alternate Route: New four-lane, 55 mph roadway extending from east of Canyon Lane to west of Duff Lane.

No new forecasts were generated for the 2045 Build Needs scenarios.

COMPASS provided 2018, 2040 and 2045 weekday forecasts for the following time periods:

- 24-Hour
- AM Peak: 7 to 8 AM
- PM Peak 1: 4 to 5 PM
- PM Peak 2: 5 to 6 PM

2.2.3 2045 Forecasted Traffic

Year 2045 traffic forecasts were developed by COMPASS by calculating the annual growth rate per link and per travel direction between the 2018 Base and 2040 No-Build/Build and applying the annual growth rate to the 2040 No-Build/Build forecasts. If the link did not exist in the 2018 Base (for example, the SH-44 Middleton Alternate Route), "nearest neighbor" growth rates by direction per time period were applied.

2.2.4 Study Peak Periods

The travel time evaluation requires data from a consistent time interval so the 2018 and 2045 data was processed for the peak periods of the entire corridor, rather than the peak periods at each intersection. The 2018 traffic counts show that the SH-44 intersections have relatively

consistent start times for the AM and PM peak periods. The following peak periods were modeled for this study:

- AM Peak:
  - 7:15 to 8:15 AM for conventional intersection analysis (1 hour)
- PM Peak:
  - 4:45 to 5:45 PM for conventional intersection analysis (1 hour)
  - 4:15 to 5:45 PM for travel time and innovative intersection analysis (1.5 hours)

2.2.5 2045 Screenline Forecast Adjustments

The 2018 seasonally adjusted traffic counts were compared to the 2018 Base forecasts for the 2045 forecast adjustment procedure. COMPASS's 2045 forecasts were adjusted using the *Screenline Refinement with Base Volumes* method in section 6.1 of *NCHRP 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The adjustment procedures used for this study are described in the attached memo in Appendix A. The forecast adjustments were submitted to FHWA for review and were approved on June 27, 2018.

The roadway segments and intersections on the SH-44 Alternate Route near Middleton do not have associated 2018 counts or 2018 Base forecasts; therefore, the 2045 Build forecasts were not adjusted for the bypass links. The exception is on the SH-44 approaches that intersect the SH-44 Alternate Route. The 2018 counts and 2018 Base forecasts from the nearest intersection on either side of the two SH-44 Alternate Route and SH-44 intersections were used to adjust the 2045 Build volumes.

2.2.6 2045 Peak Hour Intersection Turning Movement Traffic

The adjusted 2045 No-Build and Build approach forecasts were derived using the *Iterative Procedure – Directional Method* in section 6.1 of *NCHRP 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The directional method uses an initial estimate of intersection turning movement percentages (2018 counts, seasonally adjusted) to alternatively balance 2045 entering traffic and departing traffic volumes in a turning movement matrix until an acceptable level of convergence is reached. The AM and PM peak hour 2045 No-Build and Build intersection turning movements are summarized in Appendix B.

Chapter 3 Traffic Analysis Methods

Both macroscopic and microscopic analysis methods were used for the traffic study. Intersection delay and LOS were evaluated with macroscopic methodologies for conventional intersections and for roundabouts. Urban street segment LOS, corridor travel time and delay, and LOS for innovative (non-conventional) intersections were evaluated with microscopic modeling.

3.1 Conventional Intersection Analysis

Conventional intersection analysis followed methodologies from the 6th Edition of the *Highway Capacity Manual* (HCM6). Both unsignalized and conventional signalized intersections were evaluated with Synchro 10 software. The AM and PM Synchro models were developed by using ACHD's countywide model and adding the remaining Canyon County intersections. The model was field-verified for accuracy.

The following parameters were used in the Synchro analysis:

- 2018 Existing
  - Base saturation flow rate = 1,850 vehicles per hour per lane (vphpl)
  - Peak hour factor = Existing
  - Signal timing = Actual signal timing
  - Right turn on red allowed
- 2045 No-Build, Build and Build Needs
  - Base saturation flow rate = 1,900 vphpl
  - Peak hour factor = 0.92 (AM), 0.97 (PM)
  - Signalized cycle length = 180 seconds if actuated-coordinated, 100 to 120 seconds if uncoordinated (free)
  - Right turn on red allowed

3.2 Roundabout Analysis

Roundabout analysis was conducted using SIDRA 7 software, which contains both the HCM6 and SIDRA roundabout methodologies. For this study, the SIDRA roundabout methodology was used because it is believed to yield results that are more consistent with field-observed operations in terms of gap-acceptance, as well as considering the effects of roundabout geometry. Washington Department of Transportation (WSDOT), which has many roundabouts on state facilities and uses

the SIDRA methodology, has published the *2014 WSDOT Protocol for VISSIM Simulation*, which outlines the analysis parameters. The WSDOT parameters that were used for this study include:

- Roundabout LOS method = Same as signalized intersections
- Approach width = 15 feet for single-lane and 14 feet for multi-lane (per lane)
- Circulating width = 18 feet for single-lane and 15 feet for multi-lane (per lane)
- Entry radius = 90 feet
- Environmental factor = 1.0 for design year

The operational metrics for roundabouts are delay, LOS and volume-to-capacity (v/c) ratio. A roundabout is considered to be at capacity when the v/c ratio of any one approach or lane group is 0.85, following design criteria from ACHD.

3.3 Corridor and Innovative Intersection Analysis

The corridor evaluation metrics – urban street segment LOS and travel time – were developed with microsimulation modeling using VISSIM software. Microsimulation is also needed to calculate the delay and LOS of innovative intersections that contain a system of intersections, such as signalized restricted crossing U-turn intersections (RCUTs) and continuous flow intersections (CFIs). Intersection and corridor segment operations are impacted by the upstream and downstream traffic and roadway conditions; therefore, microsimulation was used because it captures these network effects better than macroscopic analysis.

3.3.1 2018 PM Peak Model Development

A 2018 PM peak period VISSIM model was developed for the existing geometry and traffic conditions of the SH-44 corridor and 28 study area intersections. Due to the large scale of the model, other public street intersections and driveways were not included. The 2018 PM peak period microsimulation model development and calibration followed the guidance from the *2014 WSDOT Protocol for VISSIM Simulation.*

3.3.2 2018 PM Peak Model Calibration

The 2018 Existing PM peak period model was calibrated to two targets: throughput volumes and travel time. To meet the two calibration targets, driver behavior parameters such as lane changing, following distance, and braking were iteratively adjusted.

The most important measure of proof of calibration is how closely throughput volumes from the filed match the simulation output volumes. Rather than using percent differences, the GEH

Statistic is an empirical non-linear formula used to compare modeled and observed hourly volumes, with a GEH of less than 3.0 considered to be an acceptable fit. The GEH Statistic must be calculated for all entry and exit locations in the calibration area of a model. For the 2018 Existing PM peak period model on SH-44, all entry and exit locations have a GEH Statistic below 3.0, with the exception of one approach exit where the GEH Statistic is 3.03 and the difference in modeled and actual vehicles is 35 vehicles per hour. The median GEH Statistic of all entries and exits is 0.57. An additional measure of throughput volume calibration is the difference of the sum of all of the modeled flows and observed flows, where a difference under 5% is considered acceptable. The difference in modeled and observed flows for the 2018 PM calibrated model is 0.1%.

Travel time is the second calibration target. COMPASS provided the National Performance Management Research Data Set (NPMRDS) travel time data set on SH-44 for the month of March 2018. Supplemental floating car travel time runs were collected by Six Mile Engineering in May 2018 for the PM peak period to verify the NPMRDS travel time data set. The average observed travel time for the PM peak period (3:30 to 6:00 PM) was 26.1 minutes for the eastbound direction and 28.4 minutes for the westbound direction. The average modeled PM travel was 26.1 minutes for the eastbound direction and 26.8 minutes for the westbound direction, which is within 0.04% and 5.8% of the observed travel time, respectively. Modeled travel times within 10% of the observed travel time are considered acceptable.

Chapter 4 Future SH-44 Corridor

4.1 Roadway Network

4.1.1 2045 No-Build

The 2018 Existing roadway network evaluated in the study is consistent with the current roadway network and intersection control as of May 2018 when the corridor was field reviewed. The 2045 No-Build roadway network is the same as 2018 existing except at locations where improvements are programmed for construction in an agency's adopted capital improvements plan or if a minor project is likely needed in the near-term, such as signalization. No widening on SH-44 is included in the No-Build network; however, widening on cross streets identified in the CIM 2040 2.0 is included. The following improvements were added to the 2018 Existing roadway network to develop the 2045 No-Build network:

- Old Highway 30 and SH-44: Add traffic signal
- Hartley Lane and SH-44: Add eastbound left-turn lane. A roundabout is desired in the near-term; however, a traffic signal was evaluated for the No-Build scenario because a roundabout will eventually fail if the Middleton Alternate Route is not constructed.
- Cemetery Road Extension: Extend from SH-44 to Sawtooth Lake Drive
- N. Middleton Road Realignment Phase 1: Remove traffic signal at S. Middleton Road and SH-44 and add intersection control to N. Middleton Road and SH-44. A roundabout is desired at N. Middleton Road; however, a traffic signal was evaluated for the No-Build scenario because a roundabout will eventually fail if the Middleton Alternate Route is not constructed.
- Kingsbury Road and SH-44: Add eastbound left-turn lane and westbound right-turn lane
- Highbrook Way and SH-44: Add traffic signal
- Star Road, McMillan Road to SH-44: Widen to five lanes
- Star Road and SH-44: Reconstruct and widen approaches to accommodate Star Road widening
- Plummer Road and SH-44: Add traffic signal and southbound left-turn lane
- Palmer Lane and SH-44: Add traffic signal
- Linder Road, US-20/26 to SH-44: Widen to seven lanes
- Linder Road, SH-44 to Floating Feather Road: Widen to five lanes
- Park Lane and SH-44: Add southbound left-turn lane

4.1.2 2045 Build and Build Needs

The 2045 Build roadway network includes the improvements in the 2045 No-Build roadway network plus the funded improvements in the CIM 2040 2.0 and unfunded four/five-lane widening on SH-44 between I-84 and Star Road. The SH-16 and SH-44 interchange is unfunded so the intersection was evaluated as the current signalized configuration.

Initial evaluation of the 2045 Build network showed that high-capacity intersections were needed at Star Road and Linder Road to accommodate the high volumes of cross-street traffic demand that will be present once the river crossings are widened between US-20/26 and SH-44. A planning-level critical movement analysis of different high-capacity intersections using FHWA's CAP-X methodology was conducted for these intersections to determine the innovative intersection types that will accommodate the 2045 traffic demand. The Star Road and SH-44 intersection was identified as a quarter CFI, with a displaced northbound left-turn, and the Linder Road and SH-44 intersection was identified as a full CFI.

Initial evaluation of the 2045 Build network also showed that the segment of SH-44 between SH-16 and Linder Road has the highest PM peak hour volumes on the corridor. Additional intersection and roadway capacity that is beyond the funded project constraints was needed to achieve the design LOS D threshold; therefore, several 2045 Build Needs scenarios were developed to identify the needed unfunded improvements. All Build Needs scenarios include the SH-16 interchange, following the layout in the SH-16 Record of Decision, because it is expected to become a project once funding is secured. The Build Needs scenarios also vary the intersection type at Palmer Lane, which is the bottleneck in the segment, and increase the number of through lanes on SH-44.

The following is a description of the 2045 Build and Build Needs scenarios (see Figure 4-1 on page 15 for a graphical representation of the different scenarios and how they vary between SH-16 and Linder Road):

- ***Build***
  - **Scenario A**
    - All projects on the CIM 2040 2.0
    - Four/five lanes on SH-44 between I-84 and Star Road
    - SH-44 Middleton Alternate Route (four lanes)
    - Star Road quarter CFI (displaced northbound left-turn) and Linder Road full CFI

        - Does not include SH-16 interchange or widening south of US-20/26 (unfunded)

- ***Build Needs***
    - **Scenario B**
        - SH-16 interchange, Palmer Lane signal, and Moon Valley Road right-in/right-out (RIRO)
    - **Scenario C**
        - SH-16 interchange, Palmer Lane signalized RCUT, and Moon Valley Road RIRO
    - **Scenario D**
        - SH-16 interchange, Palmer Lane quarter CFI (displaced eastbound left turn), and Moon Valley Road RCUT
    - **Scenario E**
        - Six lanes on SH-44 between SH-16 and Linder Road, SH-16 interchange, Palmer Lane signal, and Moon Valley Road RCUT

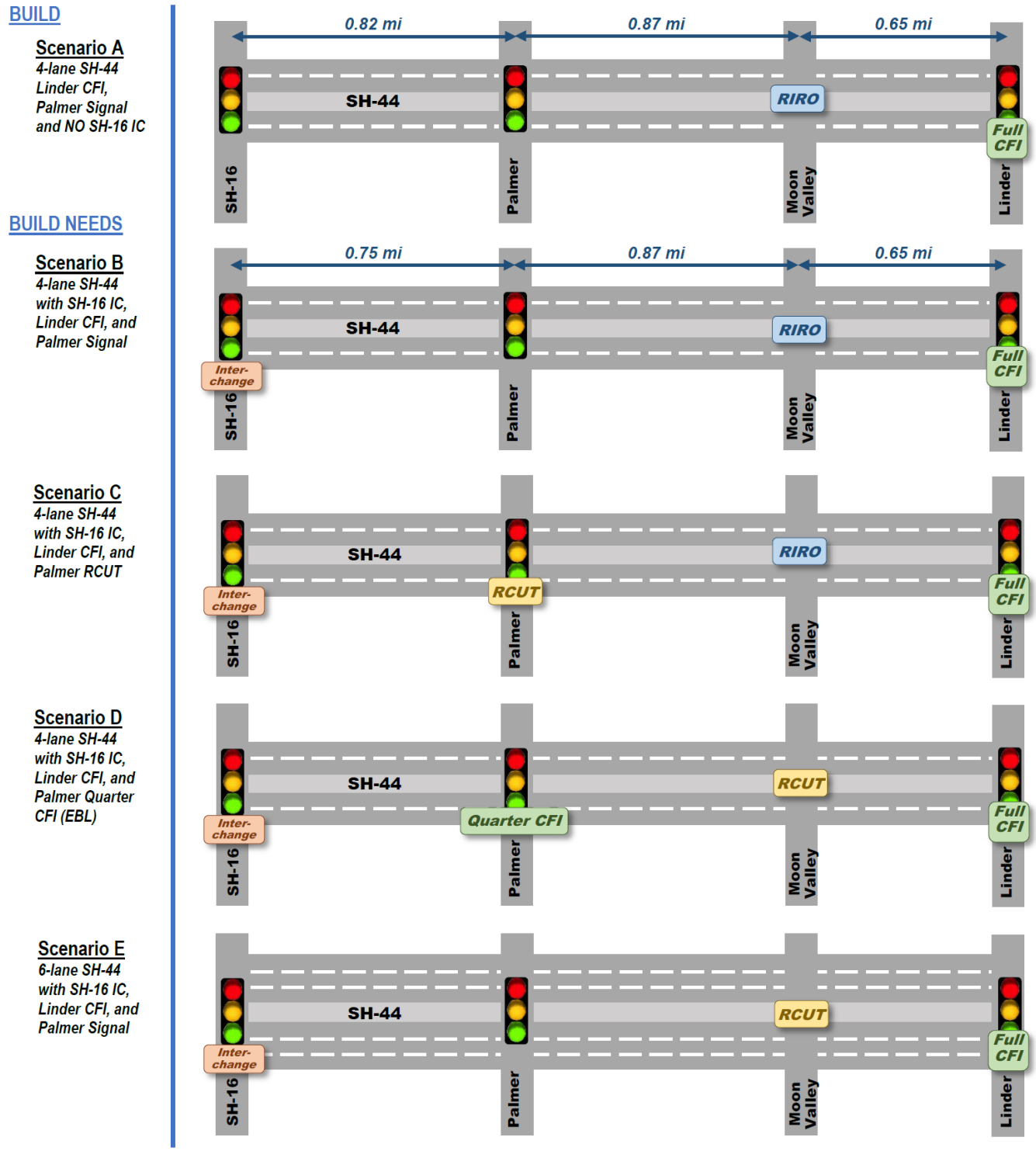

Figure 4-1. 2045 Build and Build Needs scenarios between SH-16 and Linder Road

4.2 Access Management

4.2.1 Current Access Policies

The following local agency access management policies apply in Ada and Canyon County's:

- Ada County – ACHD Policy Manual, Section 7202.4 Access Management Tools:
  - *Cross Access Easements/Shared Access: Cross access utilizes a single vehicular connection that serves two or more adjoining lots or parcels so that the driver does not need to re-enter the public street system.*
  - *Temporary Access: Access that is permitted for use until appropriate alternative access becomes available. Temporary access may be granted through a development agreement or similar method, and the developer shall be responsible for providing a financial guarantee for the future closure of the driveway.*
  - *Frontage/Backage and Local Access Service Roads: A frontage/backage road is an access road that generally parallels a major public roadway between the public roadway and the front building setback line; or behind a building. A frontage/backage road provides direct lot access to private properties while separating them from the principal roadway.*
- Canyon County – 2020 Canyon County Comprehensive Plan, Section 9 Transportation Component Policy No. 2 (abbreviated):
  - *Coordinate with transportation agencies to protect and enhance the traffic-carrying capacity of principal arterial roads designed for through traffic where appropriate and not in direct conflict with other Canyon County objectives. Methods used may include:*
    - *Frontage roads where/when appropriate.*
    - *Limiting access via private driveways and local streets.*
    - *Sharing access.*

SH-44 is classified as a Statewide Route under the *IDAPA Rule 39.03.42, Rules Governing Right-of-Way Encroachments on State Rights-of-Way.* Traffic signal spacing is one mile in rural and transitional areas and one-half mile in urban areas, as shown in Table 4-1 on page 17. Full-access public road spacing is one mile in rural areas, one-half mile in transitional areas, and one-quarter mile in urban areas.

Table 4-1. Access Spacing – IDAPA 39.03.42

Highway Type	Area Type	Signalized Road Spacing	Public Road Spacing	Driveway Distance Upstream from Public Road Intersection	Driveway Distance Downstream from Unsignalized Public Road Intersection	Distance Between Unsignalized Accesses Other Than Public Roads
Statewide Route	Rural	5,280 ft	5,280 ft	1,000 ft	650 ft	650 ft
	Transitional	5,280 ft	2,640 ft	760 ft	500 ft	500 ft
	Urban>35mph	2,640 ft	1,320 ft	790 ft	500 ft	500 ft
	Urban <= 35mph	2,640 ft	1,320 ft	790 ft	250 ft*	250 ft*

**Where the public road intersection or private access intersection is signalized, the distances in the table are for driveways restricted to right-in/right-out movements only. For unrestricted driveways the minimum distance shall be 500 feet from a signalized intersection.*

4.2.2 Future SH-44 Cross Section and Intersection Types

SH-44 will ultimately have four/five lanes – two travel lanes in each direction with a center median – and a mix of intersection types that work within the existing public street network with the goal of balancing mobility, safety and access. The following access management strategies are identified for SH-44, and are further discussed in this section:

- Continuous raised median
- Midblock U-turns
- RCUT intersections
- Offset T-intersections
- Roundabouts

A continuous non-traversable raised median is preferred to maximize SH-44 safety and mobility. Installing the median as a painted two-way left-turn lane will effectively yield no access restrictions and will degrade the safety and mobility of the corridor. With a non-traversable raised median, driveway access and public street access not located according to IDAPA spacing will be limited to RIRO. Strategic openings could be allowed in the raised median to improve access to and from some public streets; however, the tight spacing of existing intersections in some corridor segments may preclude having equitable access to all public streets.

Future parallel collector roads would improve driveway and public street access that is impacted by the raised median; however, in many sections of SH-44, parallel collector roads are not feasible given the existing land development patterns. To provide an option for left-in and left-out access

at public streets, RCUT intersections and midblock U-turns are the preferred option along several segments of SH-44. RCUT intersections have the following attributes:

- All major street direct turn movements are allowed: right-in, right-out and left-in.
- Left-turn and through movements from the cross street are indirectly accomplished via U-turns located 600 to 800 feet downstream on SH-44.
- The left-in and right-out movement combination or the U-turn movement can be signalized when volumes warrant. If signalized, only one direction of traffic on SH-44 will be stopped at a time.
- Driveways restricted to RIRO can use the U-turns at the public street RCUT intersections to indirectly make a left-in or left-out.

Midblock U-turns would be spaced as needed along SH-44. U-turns for passenger vehicles and single-unit trucks may be possible within 120 to 140 feet of right-of-way. Where heavy vehicle U-turns are needed, loons (roadway bulb-outs) could be installed with minimal additional right-of-way, reducing the need for a larger right-of-way cross section for the entire corridor.

The offset T-intersection concept applies to SH-44 segments in Canyon County that have low-volume four-leg intersections that can be converted to two offset three-leg intersections. Offset T-intersections reduce the number of vehicle conflict points, hence improving safety and mobility. The minimum spacing between offset T-intersections is controlled by the left-turn lane distance required by the *ITD Traffic Manual*. For a 55 mph posted speed on SH-44, offset T-intersections require a little less than one-quarter mile to accommodate back-to-back left-turn lanes. Several existing offset T-intersections on SH-44 (for example, Stone Lane, River Road and Freezeout Road) have less spacing than is required for back-to-back left-turn lanes and would require stacked left-turn lanes and additional right-of-way. Offset T-intersections can be operated as RCUT intersections to further reduce conflict points and improve safety, and potentially delay signalization, which will improve mobility on SH-44.

Roundabouts provide intersection control for public streets and downstream U-turn opportunities for driveways restricted to RIRO. Multi-lane roundabouts can accommodate low to medium traffic demands and are the most appropriate in the Canyon County sections of SH-44 where traffic volumes are lower.

4.2.3 Future SH-44 Intersection Spacing

The future access on SH-44 varies along the corridor, with different access spacing schemes in Canyon County compared to Ada County. Future access is constrained by the existing spacing of

public road intersections, which varies between counties and through cities. Within Canyon County, the SH-44 area typology is currently a mix of rural and urban, and within Ada County, the SH-44 area typology is a mix of transitional and urban. By 2045, SH-44 within Canyon County is expected to be a transitional area and SH-44 within Ada County is expected to be an urban area.

For the purposes of the intersection spacing discussion, the SH-44 corridor was divided into the following sections with similar existing public road spacing and area typologies:

- Section 1: Old Highway 30 to SH-44 Middleton Alternate Route (West)
- Section 2: SH-44 Middleton Alternate Route
- Section 3: SH-44 Middleton Alternate Route (East) to Can Ada Road
- Section 4: Can Ada Road to Plummer Road
- Section 5: Plummer Road to Eagle Road

Section 1: Old Highway 30 to SH-44 Middleton Alternate Route (West)

In this 1.6-mile long section, there are eight public street intersections that are all T-intersections, not including Old Highway 30. Numerous other houses, businesses and private lanes directly access SH-44. The public street T-intersections at Stone Lane, River Road and Freezeout Road are spaced approximately 670 feet apart.

Old Highway 30 is the only intersection that is currently expected to meet a traffic signal warrant by 2045. With a traffic signal, the closest future traffic signal location allowed per IDAPA is 1.1 miles to the east at Channel Road. In between Old Highway 30 and Channel Road, IDAPA allows a public street at the half-mile, which is either Stone Lane or River Road. If River Road is extended north of SH-44 to Freezeout Road in the future, this would be the logical location for the full-access unsignalized half-mile public street.

With the proposed raised median, all private drive and driveway access will be limited to RIRO. Because of existing development patterns, backage roads or parallel roadways that can route traffic from these properties to full-access intersections where they can make a left-turn are not likely feasible. To resolve the private drive and driveway access restrictions cause by a raised median, the RCUT corridor with additional midblock U-turns access management strategy is preferred.

Section 1 was modeled as an RCUT corridor from east of Old Highway 30 to the SH-44 Alternate Route western termini, with a full access traffic signal at the Old Highway 30 intersection.

Section 2: SH-44 Middleton Alternate Route

This 3.1-mile long section of future multi-lane roadway will have an Expressway IDAPA classification with access limited to locations specified by ITD. Full access roundabouts are identified at Emmett Road, Cemetery Road and Middleton Road, which will also provide U-turns for the RIRO public street at Crane Creek Way. All rights of access at other locations will be eliminated.

Section 2 was modeled as a roundabout corridor with roundabouts at Emmett Road, Cemetery Road and Middleton Road, and RIRO access at Crane Creek Way. The east and west SH-44 Alternate Route termini intersections were modeled as RCUT intersections.

Section 3: SH-44 Middleton Alternate Route (East) to Can Ada Road

In this 4.4-mile long section, there are ten public street intersections, with seven T-intersections and three four-leg intersections. Numerous other houses, businesses and private lanes directly access SH-44. Duff Lane, Lansing Lane, Kingsbury Road, Blessinger Road and Can Ada Road are all located at one-mile spacing on section lines.

Because there is little existing development south of SH-44 in Section 3 and there is reduced development potential compared to the north due to the Boise River, the offset T concept of extending one-half mile T-intersections to the south and converting existing one-mile section line roadways to T-intersections extending to the north was proposed as a potential access management strategy to improve safety and mobility on SH-44. Between Duff Lane and Kingsbury Road, the Offset T strategy is not feasible due to existing land use patterns, impacts to development potential and because a future river crossing is desired at Kingsbury Road (expected beyond 2045). Between Kingsbury Road and Can Ada Road, one-half mile offset T-intersections are feasible.

An RCUT corridor with midblock U-turn access management strategy is preferred to provide frequent indirect left-turn access. Operating the offset T-intersections as RCUT intersections will likely delay the need for traffic signals, because the cross-street departing traffic is all right-turn traffic which experiences less delay compared to left-turn traffic and therefore can be reduced when evaluating MUTCD traffic signal warrants.

Section 3 was modeled as follows:

- East of SH-44 Middleton Alternate Route eastern termini to Kingsbury Road: Full access intersections according to IDAPA with midblock U-turns
- East of Kingsbury Road to Can Ada Road: Half-mile Offset T public streets with RCUT intersections and midblock U-turns

Section 4: Can Ada Road to Plummer Road

This two-mile long section runs through downtown Star, has posted speed limits of 25 to 35 mph and contains dozens of public street and driveways that provide access to residential and commercial development. Most public streets in this section are low volume and were not included as study intersections.

Section 4 was modeled with full access signalized intersections at Highbrook Way, Star Road and Plummer Road.

Section 5: Plummer Road to Eagle Road

In this six-mile section, traffic signals are currently located at SH-16, Linder Road, Park Lane, Fisher Park Way and W. State Street. A traffic signal is expected to be constructed at Plummer Road in 2019. With the future SH-16 interchange, full-access intersections adjacent to the interchange were limited to Plummer Road and Palmer Lane. Moon Valley Road was restricted to an RCUT or RIRO: RCUT, if SH-44 queues do not interfere with direct left-in movements, or RIRO, if SH-44 queues extend to Moon Valley Road.

Section 5 was modeled with full access signalized intersections at all study area intersections, except at Moon Valley Road. Moon Valley Road was evaluated as either an RCUT or RIRO intersection.

4.2.4 Intersection Control Type Summary

The intersection control types for each traffic and roadway scenario are summarized in Table 4-2 on page 22 and Table 4-3 on page 23.

Table 4-2. Existing, No-Build and Build/Build Needs intersection control – Canyon County

Int. No.	SH-44 Intersection	2018 Existing	2045 No-Build	2045 Build / Build Needs
1	Old Highway 30	STOP		
2	Stone Ln	STOP	STOP	STOP RCUT
3	River Rd	STOP	STOP	STOP RCUT
4	Freezeout Rd	STOP	STOP	STOP RCUT
2	Channel Rd	STOP	STOP	STOP RCUT
3	Canyon Ln	STOP	STOP	STOP RCUT
100	SH-44 Alt. Route (West) / Main St	n/a	n/a	STOP RCUT
101	Emmett Rd / SH-44 Alt. Route	n/a	n/a	
102	Cemetery Rd / SH-44 Alt. Route	n/a	n/a	
103	Crane Creek Wy / SH-44 Alt. Route	n/a	n/a	STOP RIRO
104	N. Middleton Rd / SH-44 Alt. Route	n/a	n/a	
105	SH-44 Alt. Route (East) / Main St	n/a	n/a	STOP RCUT
7	Emmett Rd / Main St in Middleton	STOP	STOP	n/a
8	Hartley Ln / Main St in Middleton	STOP	*	n/a
9	Cemetery Rd / Main St in Middleton	STOP	STOP	n/a
10	Hawthorne Dr / Main St in Middleton	STOP	STOP	n/a
11	Dewey Ave / Main St in Middleton	STOP	STOP	n/a
12	S. Middleton Rd / Main St in Middleton		STOP	n/a
13	N. Middleton Rd / Main St in Middleton	STOP	*	n/a
14	Duff Ln	STOP	STOP	STOP RCUT
15	Lansing Ln	STOP	STOP	STOP RCUT
16	Kingsbury Rd	STOP	STOP	STOP
17	Blessinger Rd	STOP	STOP	STOP RCUT
18	Can Ada Rd	STOP	STOP	STOP RCUT

**No-Build – Hartley and N. Middleton will have roundabouts in near term, but traffic signals are needed by 2045*

Table 4-3. Existing, No-Build and Build/Build Needs intersection control – Ada County

Int. No.	SH-44 Intersection	2018 Existing	2045 No-Build	2045 Build / Build Needs
18	Can Ada Rd	STOP	STOP	STOP RCUT
19	Highbrook Wy	STOP		
20	Star Rd			Quarter CFI**
21	Plummer Rd	STOP		
22	SH-16			**Varies by scenario**
23	Palmer Ln	STOP		**Varies by scenario**
24	Moon Valley Rd	STOP	STOP	STOP RIRO or RCUT
25	Linder Rd			Full CFI
26	Park Ln			
27	Fisher Pkwy			
28	W. State St			
29*	Eagle Rd*			Half CFI

**Eagle Road and SH-44 intersection was included in traffic modeling network but is not included in the study area*
***Build/Build Needs – Star Road and SH-44 quarter CFI displaces the northbound left-turn*

Chapter 5 Traffic Analysis Results

5.1 Conventional Intersection Operations

The measures of effectiveness (MOEs) for conventional intersection operations include average vehicle delay, LOS and the v/c ratio of the approach for unsignalized intersections, and worst v/c ratio and worst movement for signalized intersections. The operations were evaluated for 2018 Existing, 2045 No-Build and 2045 Build (Scenario A) conditions using HCM6 methodology or SIDRA methodology for roundabouts. 2045 Build Needs scenarios (Scenarios B through E) were evaluated only using microsimulation for the urban street section LOS, travel time and innovative intersection LOS MOEs. The Synchro and SIDRA conventional intersection evaluation reports are in Appendix C.

5.1.1 2018 Existing

The intersection MOEs for the 2018 existing traffic conditions are shown in Table 5-1 on page 25 and Table 5-2 on page 26.

Several of the minor-street approaches at the two-way stop-controlled intersections have long delays and LOS exceeding D; however, most of these intersections have low minor-street volumes, with the exception of Old Highway 30 and Plummer Road. Old Highway 30 is assumed to be signalized in the near-term and Plummer Road will be signalized in 2019. All of the signalized intersections operate at LOS D or better, with the exception of Linder Road, which operates at LOS E/F because the second westbound through lane drops to one lane downstream and reduces the lane utilization (and thus reduces capacity) for the two upstream westbound through lanes and dual northbound left-turn lanes.

Table 5-1. 2018 existing intersection operations – Canyon County

Int. No.	SH-44 Intersection	Control	Appr.	AM LOS	AM Delay (s/veh)	AM Worst v/c Ratio	PM LOS	PM Delay (s/veh)	PM Worst v/c Ratio
1	Old Highway 30	STOP	NB	F	103	0.76	D	30	0.36
			SB	E	42	0.81	E	44	0.85
2	Stone Ln	STOP	SB	B	15	0.08	C	16	0.07
3	River Rd	STOP	NB	B	13	0.03	B	14	0.13
4	Freezeout Rd	STOP	SB	B	14	0.06	B	14	0.05
5	Channel Rd	STOP	NB	C	17	0.06	B	14	0.05
6	Canyon Ln	STOP	SB	C	19	0.11	C	18	0.05
7	Emmett Rd	STOP	SB	F	74	1.03	C	17	0.22
8	Hartley Ln	STOP	SB	E	47	0.76	D	32	0.48
9	Cemetery Rd	STOP	NB	C	22	0.01	A	0	0.00
			SB	F	108	1.18	D	33	0.47
10	Hawthorne Dr	STOP	NB	D	25	0.12	C	23	0.15
			SB	F	52	0.57	F	51	0.54
11	Dewey Ave	STOP	NB	C	25	0.04	D	25	0.11
			SB	D	27	0.23	D	28	0.21
12	S. Middleton Rd		All	B	17	0.82 (EBTR)	B	18	0.86 (NBL)
13	N. Middleton Rd	STOP	NB	F	53	0.03	F	91	0.09
			SB	C	17	0.49	C	15	0.27
14	Duff Ln	STOP	NB	C	21	0.12	C	24	0.09
			SB	D	30	0.58	C	22	0.29
15	Lansing Ln	STOP	NB	C	18	0.10	C	20	0.09
			SB	C	22	0.39	C	21	0.23
16	Kingsbury Rd	STOP	SB	B	15	0.12	C	19	0.15
17	Blessinger Rd	STOP	NB	C	16	0.02	C	20	0.02
			SB	C	15	0.12	C	21	0.13
18	Can Ada Rd	STOP	SB	B	14	0.15	C	18	0.22

Table 5-2. 2018 existing intersection operations – Ada County

Int. No.	SH-44 Intersection	Control	Appr.	AM LOS	AM Delay (s/veh)	AM Worst v/c Ratio	PM LOS	PM Delay (s/veh)	PM Worst v/c Ratio
19	Highbrook Wy	STOP	NB	B	15	0.17	B	13	0.08
20	Star Rd		All	C	21	0.78 (EBT)	C	28	0.76 (SBTR)
21	Plummer Rd	STOP	NB	C	17	0.07	C	16	0.04
			SB	F	132	0.97	F	60	0.57
22	SH-16		All	D	38	0.84 (SBL)	D	35	0.82 (WBT)
23	Palmer Ln	STOP	NB	C	24	0.01	F	98	0.14
			SB	B	12	0.04	E	40	0.22
24	Moon Valley Rd	STOP	NB	D	28	0.17	B	14	0.07
25	Linder Rd		All	E	64	1.49 (NBR)	F	84	1.23 (WBT)
26	Park Ln		All	B	10	0.77 (EBT, SB)	B	13	0.77 (WBT)
27	Fisher Pkwy		All	A	8	0.68 (EBT)	B	17	0.86 (WBT)
28	W. State St		All	C	33	0.89 (EBT)	B	35	0.99 (WBT)

5.1.2 2045 No-Build

The intersection operations for the 2045 No-Build traffic conditions are shown in Table 5-3 on page 27 and Table 5-4 on page 28.

The No-Build evaluation has 2045 traffic on the roadway network that does not include intersection or roadway widening improvements on SH-44, except where planned or programmed in the near-term. Refer to page 12 for the list of improvements included in the No-Build network.

The 2045 No-Build traffic conditions, 9 of the 17 unsignalized intersections have minor-street approach delays that exceed 120 seconds and 6 of the 11 signalized intersections exceed LOS D in either the AM or PM peak hour.

Table 5-3. 2045 No-Build intersection operations – Canyon County

Int. No.	SH-44 Intersection	Control	Appr.	AM LOS	AM Delay (s/veh)	AM Worst v/c Ratio	PM LOS	PM Delay (s/veh)	PM Worst v/c Ratio
1	Old Highway 30		All	F	105	1.54 (SBTR)	D	50	1.00 (EBL)
2	Stone Ln	STOP	SB	D	26	0.18	E	42	0.29
3	River Rd	STOP	NB	C	23	0.08	E	38	0.22
4	Freezeout Rd	STOP	SB	D	32	0.20	F	60	0.34
5	Channel Rd	STOP	NB	D	27	0.12	D	30	0.19
6	Canyon Ln	STOP	SB	E	36	0.26	D	33	0.15
7	Emmett Rd	STOP	SB	F	106	1.30	F	183	>1.50
8	Hartley Ln		All	B	14	0.83 (SB)	B	11	0.78 (SB)
9	Cemetery Rd	STOP	NB	F	>300	>1.50	F	>300	>1.50
			SB	F	59	0.71	F	>300	>1.50
10	Hawthorne Dr	STOP	NB	F	79	0.90	F	>300	>1.50
			SB	E	44	0.51	F	290	1.24
11	Dewey Ave	STOP	NB	C	22	0.03	D	34	0.19
			SB	C	21	0.13	E	36	0.14
12	S. Middleton Rd	STOP	NB	C	17	0.04	C	22	0.15
13	N. Middleton Rd		All	B	18	0.75 (EBT)	C	22	0.78 (WBT)
14	Duff Ln	STOP	NB	F	153	0.83	F	230	0.88
			SB	F	>300	>1.50	F	>300	>1.50
15	Lansing Ln	STOP	NB	F	63	0.46	F	247	0.77
			SB	F	>300	>1.50	F	>300	>1.50
16	Kingsbury Rd	STOP	SB	E	39	0.39	F	83	0.57
17	Blessinger Rd	STOP	NB	F	59	0.52	F	205	0.91
			SB	F	79	0.54	F	140	0.62
18	Can Ada Rd	STOP	SB	F	>300	>1.50	F	>300	>1.50

Table 5-4. 2045 No-Build intersection operations – Ada County

Int. No.	SH-44 Intersection	Control	Appr.	AM LOS	AM Delay (s/veh)	AM Worst v/c Ratio	PM LOS	PM Delay (s/veh)	PM Worst v/c Ratio
19	Highbrook Wy		All	B	16	0.87 (EBT)	B	10	0.82 (WBT)
20	Star Rd		All	E	69	1.07 (SBTR)	F	81	1.13 (WBL)
21	Plummer Rd		All	F	85	1.65 (SBL)	C	23	0.84 (SBTR)
22	SH-16		All	F	104	1.26 (EBR)	F	147	1.48 (WBL)
23	Palmer Ln	STOP	NB	F	>300	>1.50	F	>300	>1.50
			SB	F	>300	>1.50	F	>300	>1.50
24	Moon Valley Rd	STOP	NB	F	>300	>1.50	F	178	1.25
			SB	F	>300	>1.50	F	>300	>1.50
25	Linder Rd		All	F	112	1.30 (WBL)	F	178	>1.50 (WBL, NBL)
26	Park Ln		All	C	25	0.94 (EBT)	D	54	1.03 (WBT)
27	Fisher Pkwy		All	B	11	0.84 (SBL)	C	22	0.91 (WBT)
28	W. State St		All	D	41	0.94 (EBL)	F	87	1.21 (SBTR)

5.1.3 2045 Build

The conventional intersection operations for the 2045 Build traffic conditions are shown in Table 5-5 on page 30 and Table 5-6 on page 31.

The Build evaluation has 2045 traffic on a roadway network that includes four/five lanes on SH-44 from I-84 to Eagle Road, plus additional intersection turn lanes as needed. The number of additional left-turn and right-turn lanes added to intersections were constrained by the number of receiving lanes that are specified in the CIM 2040 2.0. Refer to page 13 for a list of improvements included in the Build network.

All unsignalized intersections are expected to have minor-street approach delays of 45 seconds or less. For the signalized intersections, the following five intersections did not meet the LOS D

threshold and required additional analysis utilizing microsimulation modeling with innovative intersection alternatives:

- Star Road
- SH-16
- Palmer Lane
- Linder Road
- W. State Street

The 2045 Build intersection lane configurations are summarized in Appendix D.

Table 5-5. 2045 Build intersection operations – Canyon County

Int. No.	SH-44 Intersection	Control	Appr.	AM LOS	AM Delay (s/veh)	AM Worst v/c Ratio	PM LOS	PM Delay (s/veh)	PM Worst v/c Ratio
1	Old Highway 30		All	D	38	0.94 (SBTR)	C	30	0.92 (EBL)
2	Stone Ln	RCUT	SB	C	15	0.10	B	13	0.05
3	River Rd	RCUT	NB	B	11	0.03	D	28	0.33
4	Freezeout Rd	RCUT	SB	B	15	0.08	B	14	0.07
5	Channel Rd	RCUT	NB	B	11	0.04	C	23	0.15
6	Canyon Ln	RCUT	SB	B	14	0.09	B	13	0.05
100	SH-44 Alt. Route (West) / Main St	RCUT	SB	C	17	0.35	B	15	0.24
101	Emmett Rd / SH-44 Alt. Route		All	A	5	0.37	A	9	0.65
102	Cemetery Rd / SH-44 Alt. Route		All	A	5	0.34	A	6	0.45
103	Crane Creek Wy / SH-44 Alt. Route	RIRO	NB	A	9	0.06	B	14	0.06
			SB	B	13	0.19	B	12	0.17
104	N. Middleton Rd / SH-44 Alt. Route		All	A	9	0.61	B	15	0.74
105	SH-44 Alt. Route (East) / Main St	RCUT	SB	C	20	0.47	C	22	0.47
14	Duff Ln	RCUT	NB	C	17	0.18	B	15	0.12
			SB	E	42	0.89	D	28	0.53
15	Lansing Ln	RCUT	NB	C	16	0.11	B	13	0.05
			SB	B	13	0.29	C	22	0.38
16	Kingsbury Rd		SB	B	15	0.12	D	27	0.23
17	Blessinger Rd	RCUT	NB	C	17	0.19	B	14	0.12
			SB	B	11	0.08	C	18	0.12
18	Can Ada Rd	RCUT	SB	B	15	0.49	E	45	0.76

Table 5-6. 2045 Build intersection operations – Ada County

Int. No.	SH-44 Intersection	Control	Appr.	AM LOS	AM Delay (s/veh)	AM Worst v/c Ratio	PM LOS	PM Delay (s/veh)	PM Worst v/c Ratio
19	Highbrook Wy		All	C	21	0.86 (EBT)	A	6	0.79 (NBR)
20	Star Rd*		All	D	54	1.11 (EBT)	E	73	1.05 (NBL)
21	Plummer Rd		All	C	32	0.90 (SBL)	D	37	0.87 (WBT)
22	SH-16*		All	F	141	1.39 (WBL)	F	98	1.27 (EBT)
23	Palmer Ln*		NB	E	67	1.12 (EBT)	F	87	1.22 (WBT)
24	Moon Valley Rd	STOP RIRO	NB	E	45	0.77	B	15	0.27
			SB	B	12	0.12	D	25	0.29
25	Linder Rd*		All	F	114	1.38 (WBL)	F	181	>1.50 (WBL, NBL)
26	Park Ln		All	D	40	1.46 (SBL)	C	32	0.93 (EBL, WBT)
27	Fisher Pkwy		All	C	21	0.85 (EBT)	C	28	0.94 (WBT)
28	W. State St		All	D	43	0.95 (EBL)	E	68	1.12 (EBL)

**Results are for conventional signalized intersection with maximum lane configuration; high-capacity intersection is required*

5.2 Urban Street Section LOS

Urban street section LOS is based on average travel speed between intersections and provides a measure of the corridor operations on SH-44 for the eastbound and westbound directions. The urban street section LOS criteria for each speed category is shown in Figure 5-1 on page 32.

By 2045, most of the study area intersections will have some form of intersection control that stops or slows SH-44 through traffic; however, two segments in Canyon County do not have control for two or more miles so the urban street section LOS methodology does not apply to these segments.

LOS	Travel Speed Threshold by Base Free-Flow Speed (mi/h) 55	50	45	40	35	30	25	Volume-to-Capacity Ratio[a]
A	>44	>40	>36	>32	>28	>24	>20	≤ 1.0
B	>37	>34	>30	>27	>23	>20	>17	
C	>28	>25	>23	>20	>18	>15	>13	
D	>22	>20	>18	>16	>14	>12	>10	
E	>17	>15	>14	>12	>11	>9	>8	
F	≤17	≤15	≤14	≤12	≤11	≤9	≤8	
F	Any							> 1.0

Note: [a] Volume-to-capacity ratio of through movement at downstream boundary intersection.

Figure 5-1. HCM6 urban street section LOS criteria

The critical peak period (PM peak) was evaluated using microsimulation modeling for a 1.5-hour period, to include 30 minutes of warm-up time. The results are shown below for the peak 1-hour period (4:45 to 5:45 PM). Urban street segment travel speeds for through traffic were calculated from the microsimulation results and are based on an average of six microsimulation runs.

Urban street section LOS was evaluated for 2018 Existing, 2045 No-Build, 2045 Build (Scenario A), and all four 2045 Build Needs scenarios (Scenarios B through E).

5.2.1 2018 Existing and 2045 No-Build

The urban street section LOS for the 2018 Existing and 2045 No-Build traffic conditions are shown in Table 5-7 on page 33.

All SH-44 segments operated at LOS D or better under 2018 Existing traffic conditions.

If no widening occurs on SH-44 by 2045 (No-Build conditions), several segments of SH-44 are expected to operate at LOS E or F. The key bottlenecks occur at Star Road, SH-16 and Linder Road. Westbound speeds drop to between 2 and 11 miles per hour in the segments between Palmer Lane and Eagle Road.

Table 5-7. 2018 Existing and 2045 No-Build urban street section LOS and speeds

					2018 Existing PM Peak		2045 No-Build PM Peak	
Dir.	Seg. No.	SH-44 Segment Location	Length, mi	Base FFS, mph	Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS
EB	1.1	Old Hwy 30 to Emmett	2.1	55	52	n/a*	49	n/a*
EB	2.1	Emmett to Hartley	0.5	55	48	LOS A	30	LOS C
EB	2.2	Hartley to Cemetery	0.5	40	28	LOS B	25	LOS C
EB	2.3	Cemetery to Hawthorne	0.5	25	21	LOS A	20	LOS A
EB	2.4	Hawthorne to N. Middleton	0.5	30	20	LOS B	18	LOS C
EB	3.1	N. Middleton to Duff	1.1	50	48	LOS A	41	LOS A
EB	3.2	Duff to Lansing	1.0	55	52	LOS A	51	LOS A
EB	3.3	Lansing to Can Ada	3.0	55	52	n/a*	51	n/a*
EB	3.4	Can Ada to Highbrook	0.5	50	48	LOS A	47	LOS A
EB	3.5	Highbrook to Star	0.5	30	20	LOS B	9	LOS E
EB	4.1	Star to Plummer	1.0	30	26	LOS A	20	LOS B
EB	4.2	Plummer to SH-16	0.7	55	32	LOS C	20	LOS E
EB	5.1	SH-16 to Palmer	0.8	55	51	LOS A	30	LOS C
EB	5.2	Palmer to Linder	1.5	55	40	LOS B	27	LOS D
EB	6.1	Linder to Park	0.5	55	44	LOS A	29	LOS C
EB	6.2	Park to Fisher Parkway	0.4	55	50	LOS A	42	LOS B
EB	6.3	Fisher Parkway to W. State	0.7	55	49	LOS A	40	LOS B
EB	6.4	W. State to Eagle	1.5	55	34	LOS C	48	LOS A
WB	6.4	Eagle to W. State	1.5	55	47	LOS A	7	LOS F
WB	6.3	W. State to Fisher Parkway	0.7	55	43	LOS B	3	LOS F
WB	6.2	Fisher Parkway to Park	0.4	55	39	LOS B	2	LOS F
WB	6.1	Park to Linder	0.5	55	23	LOS D	2	LOS F
WB	5.2	Linder to Palmer	1.5	55	45	LOS A	11	LOS F
WB	5.1	Palmer to SH-16	0.8	55	32	LOS C	30	LOS C
WB	4.2	SH-16 to Plummer	0.7	55	33	LOS C	27	LOS D
WB	4.1	Plummer to Star	1.0	30	34	LOS A	29	LOS A
WB	3.5	Star to Highbrook	0.5	30	45	LOS A	44	LOS A
WB	3.4	Highbrook to Can Ada	0.5	50	49	LOS A	44	LOS A
WB	3.3	Can Ada to Lansing	3.0	55	50	n/a*	51	n/a*
WB	3.2	Lansing to Duff	1.0	55	52	LOS A	51	LOS A
WB	3.1	Duff to N. Middleton	1.1	50	36	LOS B	29	LOS C
WB	2.4	N. Middleton to Hawthorne	0.5	30	24	LOS A	27	LOS A
WB	2.3	Hawthorne to Cemetery	0.5	25	20	LOS A	20	LOS A
WB	2.2	Cemetery to Hartley	0.5	40	25	LOS C	21	LOS C
WB	2.1	Hartley to Emmett	0.5	55	47	LOS A	47	LOS A
WB	1.1	Emmett to Old Hwy 30	2.1	55	51	n/a*	43	n/a*

**Urban street section LOS is not applicable with control spacing of approximately 2 miles or more*

5.2.2 2045 Build and 2045 Build Needs

The urban street section LOS for the 2045 Build (Scenario A) and 2045 Build Needs (Scenarios B through E) traffic conditions are shown in Table 5-8 on page 35. The 2045 Build Needs scenarios vary the intersection control or number of SH-44 lanes between the critical high-volume segment of SH-16 to Linder Road. Build Needs Scenarios B through E include the SH-16 interchange. In the critical segment, Scenario B has a conventional intersection at Palmer Lane, Scenario C has a signalized RCUT at Palmer Lane, Scenario D has a quarter CFI at Palmer Lane, and Scenario E has three lanes on SH-44 and a conventional intersection at Palmer Lane.

With the 2045 Build (Scenario A) traffic conditions, SH-44 is expected to have several segments that operate at LOS E or F. The bottlenecks occur at SH-16 and Palmer Lane intersections.

If the SH-16 interchange is added (Build Needs Scenario B), the congestion at SH-16 is removed, but the bottleneck at Palmer Lane is still present, resulting in LOS E and F operations for westbound traffic from Palmer Lane to Eagle Road.

To relieve congestion at Palmer Lane, additional green time or through capacity is needed for the large PM peak period westbound through movement. Scenarios C through E tested options that provided additional westbound green time or through capacity at Palmer Lane. Scenario C had a signalized RCUT at Palmer Lane, which increased westbound green time slightly; however, the downstream U-turn intersections became oversaturated, resulting in queue spillback on SH-44 and poor westbound and eastbound LOS. Scenario D had a quarter CFI at Palmer Lane, with the eastbound left-turn lane displaced. Scenario D effectively increased westbound through green time, improving the LOS on all segments of SH-44 to D or better while also improving the Palmer Lane intersection LOS to B (refer to microsimulation intersection results on page 41). Widening SH-44 to six lanes (three lanes in each direction) between SH-16 and Linder Road (Scenario E), also improves the urban street segment LOS on SH-44 to D or better.

Table 5-8. 2045 Build and Build Needs urban street section LOS and speeds

					2045 Build PM Peak		2045 Build Needs PM Peak							
					Scenario A		Scenario B		Scenario C		Scenario D		Scenario E	
				Description	*CIM 2040 2.0 with Added SH-44 Widening*		*Scenario A with SH-16 IC*		*Scenario B with Palmer Signalized RCUT*		*Scenario B with Palmer Quarter CFI (EBL)*		*Scenario B with 6-Lanes from SH-16 to Linder*	
Dir.	Seg. No.	SH-44 Segment Location	Length, mi	Base FFS, mph	Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS	Travel Speed, mph	Urban Street LOS
EB	1.1	Old Hwy 30 to Emmett	2.2	55	39	n/a*	40	n/a*	40	n/a*	40	n/a*	40	n/a*
EB	2.1	Emmett to Cemetery	1.0	55	41	LOS B	41	LOS B	41	LOS B	41	LOS B	41	LOS B
EB	2.2	Cemetery to Middleton	1.0	55	22	LOS D	22	LOS D	23	LOS D	25	LOS D	24	LOS D
EB	3.1	Middleton to Can Ada	5.1	55	53	n/a*	53	n/a*	53	n/a*	53	n/a*	53	n/a*
EB	3.2	Can Ada to Highbrook	0.5	50	49	LOS A	48	LOS A	49	LOS A	48	LOS A	48	LOS A
EB	3.3	Highbrook to Star	0.5	30	16	LOS C	16	LOS C	16	LOS C	16	LOS C	16	LOS C
EB	4.1	Star to Plummer	1.0	30	26	LOS A	26	LOS A	25	LOS A	26	LOS A	26	LOS A
EB	4.2	Plummer to SH-16	0.7	55	9	LOS F	36	LOS C	8	LOS F	37	LOS B	36	LOS C
EB	5.1	SH-16 to Palmer	0.8	55	33	LOS C	38	LOS B	6	LOS F	38	LOS B	40	LOS B
EB	5.2	Palmer to Linder	1.5	55	42	LOS B	38	LOS B	14	LOS F	39	LOS B	38	LOS B
EB	6.1	Linder to Park	0.5	55	31	LOS C	31	LOS C	41	LOS B	38	LOS B	38	LOS B
EB	6.2	Park to Fisher Parkway	0.4	55	41	LOS B	40	LOS B	40	LOS B	35	LOS C	35	LOS C
EB	6.3	Fisher Parkway to W. State	0.7	55	37	LOS B	40	LOS B	42	LOS B	41	LOS B	41	LOS B
EB	6.4	W. State to Eagle	1.5	55	43	LOS B	43	LOS B	42	LOS B	43	LOS B	43	LOS B
WB	6.4	Eagle to W. State	1.5	55	27	LOS D	21	LOS E	34	LOS C	41	LOS B	41	LOS B
WB	6.3	W. State to Fisher Parkway	0.7	55	13	LOS F	11	LOS F	16	LOS F	50	LOS A	50	LOS A
WB	6.2	Fisher Parkway to Park	0.4	55	9	LOS F	7	LOS F	8	LOS F	25	LOS D	25	LOS D
WB	6.1	Park to Linder	0.5	55	7	LOS F	5	LOS F	6	LOS F	27	LOS D	25	LOS D
WB	5.2	Linder to Palmer	1.5	55	13	LOS F	12	LOS F	7	LOS F	42	LOS B	42	LOS B
WB	5.1	Palmer to SH-16	0.8	55	21	LOS E	35	LOS C	23	LOS D	31	LOS C	35	LOS C
WB	4.2	SH-16 to Plummer	0.7	55	48	LOS A	39	LOS B	43	LOS B	40	LOS B	37	LOS B
WB	4.1	Plummer to Star	1.0	30	18	LOS C	18	LOS C	18	LOS C	16	LOS C	16	LOS C
WB	3.3	Star to Highbrook	0.5	30	26	LOS A	26	LOS A	27	LOS A	26	LOS A	26	LOS A
WB	3.2	Highbrook to Can Ada	0.5	50	44	LOS A	36	LOS B	44	LOS A	35	LOS B	36	LOS B
WB	3.1	Can Ada to Middleton	5.1	55	46	n/a*	46	n/a*	47	n/a*	46	n/a*	45	n/a*
WB	2.2	Middleton to Cemetery	1.0	55	41	LOS B	41	LOS B	41	LOS B	41	LOS B	41	LOS B
WB	2.1	Cemetery to Emmett	1.0	55	37	LOS B	37	LOS B	37	LOS B	37	LOS B	36	LOS C
WB	1.1	Emmett to Old Highway 30	2.2	55	46	n/a*	46	n/a*	46	n/a*	46	n/a*	46	n/a*

**Urban street section LOS is not applicable with control spacing of approximately 2 miles or more*

5.3 Travel Time and Speed

Travel time and speed were evaluated using microsimulation modeling for 2018 Existing, 2045 No-Build, 2045 Build (Scenario A), and all four 2045 Build Needs scenarios (Scenarios B through E). Travel time and speed results are presented for the entire SH-44 corridor and also for the six segments shown in Figure 5-2 on page 36.

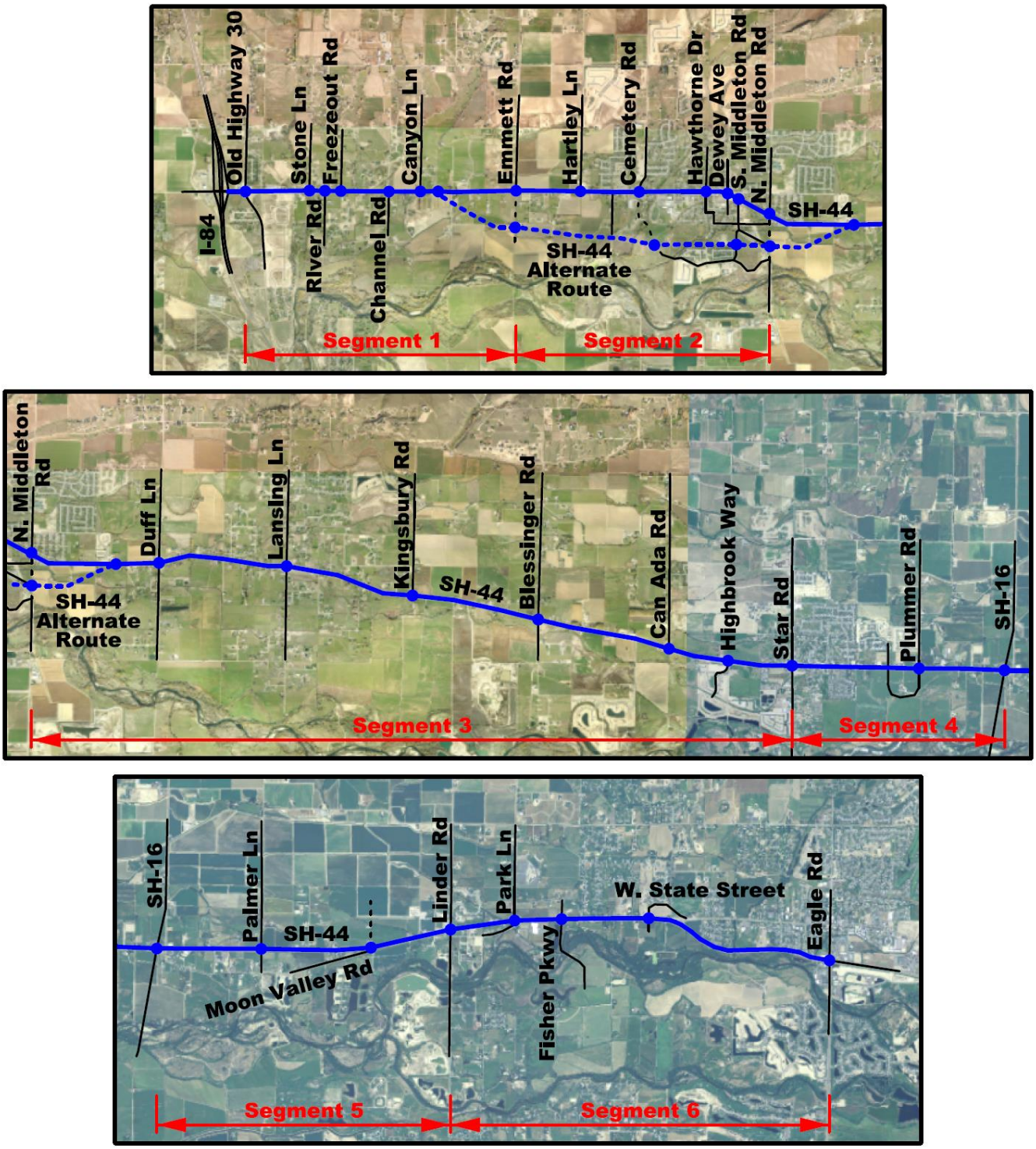

Figure 5-2. SH-44 travel time and speed segments

The 2018 Existing and 2045 No-Build travel time results are shown in Table 5-9 on page 37, and the 2045 Build and Build Needs travel time results are shown in Table 5-10 on page 37.

If no widening occurs on SH-44 by 2045, the westbound travel time during the PM peak period is expected to increase from 27 minutes to over 75 minutes. If SH-44 is widened to four/five lanes from I-84 to Linder Road by 2045 (Scenario A), the westbound travel time reduces to about 40 minutes; however, significant congestion occurs between SH-16 and Eagle Road. If the SH-16 interchange is constructed (Scenario B), the eastbound travel time decreases by about three minutes. The westbound travel time increases by about three minutes because once the bottleneck at SH-16 is relieved, more eastbound traffic arrives downstream at Linder Road, which takes green time away from westbound traffic and increases westbound travel times between SH-16 and Eagle Road. With a signalized RCUT at Palmer Lane (Scenario C), the travel time in both directions increases compared to Scenarios A and B. Both Scenarios D and E are expected to have the smallest travel times in 2045, which are similar to 2018 Existing conditions.

Table 5-9. 2018 Existing and 2045 No-Build travel times

			2018 Existing PM Peak	2045 No-Build PM Peak
Dir.	Length, mi	Average Posted Speed, mph	Travel Time, min (field calibrated)	Travel Time, min
EB	17.3	50	26.4	32.2
WB	17.3	50	27.3	76.9

Table 5-10. 2045 Build and Build Needs travel times

			2045 Build PM Peak	2045 Build Needs PM Peak			
			Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
		Description	*CIM 2040 2.0 with Added SH-44 Widening*	*Scenario A with SH-16 IC*	*Scenario B with Palmer Signalized RCUT*	*Scenario B with Palmer Quarter CFI (EBL)*	*Scenario B with 6-Lanes from SH-16 to Linder*
Dir.	Length, mi	Average Posted Speed, mph	Travel Time, min	Travel Time, min	Travel Time, min	Travel Time, min	Travel Time, min
EB	17.4	51	30.4	27.1	41.2	26.8	26.8
WB	17.4	51	40.5	43.5	45.1	27.9	28.0

The 2018 Existing and 2045 No-Build segment travel time and average travel speed by segment are shown in Table 5-11 on page 38, and the 2045 Build and Build Needs segment travel time and average travel speed are shown in Table 5-12 on page 39.

Table 5-11. 2018 Existing and 2045 No-Build segment travel time and travel speed

					2018 Existing PM Peak		2045 No-Build PM Peak	
Dir.	Seg. No.	SH-44 Segment Location	Length, mi	Avg. Posted Speed, mph	Travel Time, min	Avg. Travel Speed, mph	Travel Time, min	Avg. Travel Speed, mph
EB	1	Old Hwy 30 to Emmett	2.1	55	2.5	52	2.6	49
EB	2	Emmett to N. Middleton	2.0	38	4.6	26	5.3	23
EB	3	N. Middleton to Star	6.1	52	8.1	45	10.1	36
EB	4	Star to SH-16	1.7	40	3.5	29	4.9	21
EB	5	SH-16 to Linder	2.3	55	3.2	44	4.9	28
EB	6	Linder to Eagle	3.1	55	4.5	40	4.4	41
EB		***TOTAL or AVERAGE***	***17.3***	***50***	***26.4***	***41***	***32.2***	***35***
WB	6	Eagle to Linder	3.1	55	4.6	39	45.0	4
WB	5	Linder to SH-16	2.3	55	3.5	40	9.7	15
WB	4	SH-16 to Star	1.7	40	4.2	24	6.0	17
WB	3	Star to N. Middleton	6.1	52	7.9	46	8.7	42
WB	2	N. Middleton to Emmett	2.0	38	4.5	27	4.6	26
WB	1	Emmett to Old Hwy 30	2.1	55	2.5	51	2.9	43
WB		***TOTAL or AVERAGE***	***17.3***	***50***	***27.3***	***40***	***76.9***	***27***

Table 5-12. 2045 Build and Build Needs segment travel time and travel speed

					2045 Build PM Peak		2045 Build Needs PM Peak							
					Scenario A		Scenario B		Scenario C		Scenario D		Scenario E	
				Description	*CIM 2040 2.0 with Added SH-44 Widening*		*Scenario A with SH-16 IC*		*Scenario B with Palmer Signalized RCUT*		*Scenario B with Palmer Quarter CFI (EBL)*		*Scenario B with 6-Lanes from SH-16 to Linder*	
Dir.	Seg. No.	SH-44 Segment Location	Length, mi	Avg. Posted Speed, mph	Travel Time, min	Avg. Travel Speed, mph	Travel Time, min	Avg. Travel Speed, mph	Travel Time, min	Avg. Travel Speed, mph	Travel Time, min	Avg. Travel Speed, mph	Travel Time, min	Avg. Travel Speed, mph
EB	1	Old Hwy 30 to Emmett	2.2	55	3.4	40	3.3	41	3.4	40	3.4	41	3.3	41
EB	2	Emmett to N. Middleton	2.0	55	4.0	30	4.0	30	3.9	31	3.8	32	3.8	32
EB	3	N. Middleton to Star	6.1	48	8.2	45	8.2	45	8.1	45	8.2	44	8.2	44
EB	4	Star to SH-16	1.7	40	6.6	15	3.4	30	7.4	14	3.4	30	3.4	30
EB	5	SH-16 to Linder	2.3	55	3.6	39	3.6	39	14.1	10	3.6	39	3.6	39
EB	6	Linder to Eagle	3.1	55	4.6	39	4.6	40	4.3	42	4.4	41	4.4	41
EB		***TOTAL or AVERAGE***	***17.4***	***51***	***30.4***	***38***	***27.1***	***39***	***41.2***	***35***	***26.8***	***40***	***26.8***	***40***
WB	6	Eagle to Linder	3.1	55	12.7	14	15.9	11	12.7	14	4.9	37	5.0	37
WB	5	Linder to SH-16	2.3	55	9.2	15	8.8	16	13.9	10	3.7	38	3.5	40
WB	4	SH-16 to Star	1.7	40	4.1	24	4.4	23	4.3	24	4.7	22	4.9	21
WB	3	Star to N. Middleton	6.1	48	8.6	43	8.7	43	8.4	44	8.7	43	8.8	42
WB	2	N. Middleton to Emmett	2.0	55	3.1	39	3.0	39	3.0	40	3.1	39	3.1	39
WB	1	Emmett to Old Hwy 30	2.2	55	2.8	46	2.8	46	2.8	47	2.8	46	2.8	47
WB		***TOTAL or AVERAGE***	***17.4***	***51***	***40.5***	***33***	***43.5***	***32***	***45.1***	***32***	***27.9***	***39***	***28.0***	***39***

5.4 LOS E and F Intersections – Microsimulation Analysis

The five intersections that exceeded LOS D as conventional intersections with the HCM6 intersection evaluation were evaluated with microsimulation analysis. In some cases, deterministic models like the HCM6 may produce excessively high delays because they are unable to capture the beneficial effects of coordinated signal systems and innovative intersection configurations. Additionally, they may underestimate delay experienced in the field because they only consider control delay – delay caused by traffic control devices – but do not reflect other sources of delay, such as high traffic volumes resulting in reduced speeds. VISSIM microsimulation models calculate total delay, including control delay and other types of delay, and thus can provide a better estimate of real-world delay. The VISSIM total delay is not strictly compliant with HCM6 control delay thresholds for signalized intersection LOS. However, as noted by the *2014 WSDOT Protocol for VISSIM Simulation*, the delay produced by microsimulation is similar enough to HCM6 control delay to allow for HCM6 thresholds to be applied for

determination of LOS. The microsimulation intersection delay results are shown in Table 5-13 on page 41.

The results of the microsimulation intersection analysis are:

- **Star Road**: Quarter CFI needed
  - Star Road is a river crossing and is forecasted to have a large northbound left-turn volume by 2045 that exceeds 1,100 vehicles per hour. A quarter CFI that displaces the northbound left-turn and provides an eastbound right-turn bypass lane is proposed at this intersection. However, a quarter CFI does not meet the design LOS D threshold but it improves operations to LOS E compared to LOS F with a conventional intersection. Constructing a full CFI at this location to meet the design LOS threshold was considered; however, it would have severe impacts to the businesses in the intersection area and would not fit the context of main street in a small rural town. As a result, no additional improvements beyond a quarter CFI are proposed at this intersection.
- **SH-16**: Interchange needed
  - The grade-separated interchange identified in the SH-16 Record of Decision is needed by 2045 to achieve LOS D or better.
- **Palmer Lane**: Quarter CFI needed
  - When the SH-16 interchange is funded and constructed, a quarter CFI is needed at Palmer Lane to maximize the green time for the large westbound traffic demand in 2045. Alternatively, a conventional intersection will provide an acceptable LOS if SH-44 has three lanes in each direction from SH-16 to Linder Road.
- **Linder Road**: Full CFI needed
  - Linder Road is a river crossing and is forecasted to have large northbound left-turn and westbound left-turn volumes by 2045, combined with large westbound and eastbound through volumes. A full CFI with right-turn bypass lanes on all approaches except the westbound approach is needed to improve the LOS from F to E. The full CFI does not improve operations enough to meet the design LOS D threshold; however, a full CFI is the highest capacity at-grade intersection improvement option available, and grade-separated intersection alternatives do not fit the context of the area. As a result, no additional improvements beyond a full CFI are proposed at this intersection.
- **W. State Street**: Conventional intersection needed
  - With the HCM6 evaluation, a conventional intersection does not meet the design LOS; however, the model does not adequately capture the benefit of coordinated traffic signal operations. With microsimulation, the benefits of coordination show

the conventional intersection operating at LOS C with 2045 traffic. A high-capacity innovative intersection is not needed at this intersection.

Table 5-13. 2045 Build traffic – Microsimulation intersection delay and LOS

Scenario		Scenario A			Scenario B (modified)			Scenario C			Scenario D			Scenario E		
Description		*Star and Linder CFI*			*Star Conventional, Linder CFI, SH-16 IC*			*Star and Linder CFI, SH-16 IC, Palmer Signalized RCUT*			*Star and Linder CFI, SH-16 IC, Palmer Quarter CFI*			*Star and Linder CFI, SH-16 IC, 3-Lanes SH-16 to Linder*		
Int. No	Int.	Int. Type	Delay, s/veh	LOS	Int. Type	Delay, s/veh	LOS	Int. Type	Delay, s/veh	LOS	Int. Type	Delay, s/veh	LOS	Int. Type	Delay, s/veh	LOS
20	Star Rd	Quarter CFI (NBL)	62	LOS E		102	LOS F	Quarter CFI (NBL)	61	LOS E	Quarter CFI (NBL)	70	LOS E	Quarter CFI (NBL)	70	LOS E
22	SH-16		119	LOS F	IC	26	LOS C	IC	31	LOS C	IC	28	LOS C	IC	26	LOS C
23	Palmer Ln		44	LOS D		42	LOS D	Signalized RCUT	316	LOS F	Quarter CFI (EBL)	16	LOS B		25	LOS C
25	Linder Rd	Full CFI	84	LOS F	Full CFI	86	LOS F	Full CFI	106	LOS F	Full CFI	59	LOS E	Full CFI	60	LOS E
28	W. State St		47	LOS D		52	LOS D		41	LOS D		32	LOS C		32	LOS C

Intersection type is conventional unless otherwise noted

Chapter 6 Conclusions

If no widening occurs on SH-44 by 2045, traffic operations are expected to deteriorate to LOS E and F at many intersections and roadway segments during the AM and PM peak hours. To meet the design LOS, the following improvements are needed:

- SH-44 requires widening to four/five lanes from I-84 to Linder Road by 2045 to provide acceptable corridor operations. Widening projects on SH-44 between Star Road and Linder Road are funded with expected construction years in 2023. The SH-44 Middleton Alternate Route from Canyon Lane to Duff Lane is listed as Priority No. 4 on the CIM 2040 2.0 State System Unfunded Corridor and Project Priority List.
- The SH-16 and SH-44 interchange is needed by 2045 to provide acceptable corridor operations on SH-44 between SH-16 and Eagle Road. The SH-16 interchanges and expressway suite of projects are listed as Priority No. 5 on the CIM 2040 2.0 State System Unfunded Corridor and Project Priority List.
- ITD's preferred Build Needs scenario in the critical high-volume section between SH-16 and Linder Road is Scenario D, which provides two lanes in each direction on SH-44 and has, an interchange at the SH-16 intersection, a quarter CFI at the Palmer Lane intersection, an RCUT at Moon Valley Road, and a full CFI at the Linder Road intersection. The quarter CFI at Palmer Lane displaces the eastbound left-turn and provides more green time to the westbound through movement. Scenario D also includes a quarter CFI at Star Road that displaces the northbound left-turn and provides more green time to the eastbound and westbound through movements.

Appendix A Summary of Review Comments and Responses

SUMMARY OF REVIEW COMMENTS

REVIEWER	Mark Wasdahl		AFFILIATION	ITD Project Manager	DATE OF REVIEW	1/29/19
NO.	**COMMENT LOCATION**	**COMMENT**		**ACTION**		
1	Page 20	For Section 2 the Middleton Alternate route will have an "Expressway" IDAPA classification consistent with the Expressway designation given to both the SH-44 Eagle Alternate Route and the US-95 Council Alternate Route. All rights of access at other than designated locations will be extinguished.		The discussion for Section 2 was revised to indicate an Expressway IDAPA classification.		

REVIEWER	Kyle Holman		AFFILIATION	FHWA	DATE OF REVIEW	1/29/19
NO.	**COMMENT LOCATION**	**COMMENT**		**ACTION**		
1	Page 11	For future reference, FHWA is recommending the use of the Z-test instead of GEH statistic. See Statistical Calibration PowerPoint provided.		Comment noted.		
2	Page 40	Correct the third sentence of the Star Road bullet. These improvements do **NOT** meet the design LOS D threshold		Revised as noted.		
3	Page 42	Add to third bullet: a quarter CFI at Star Rd., RCUT at Moon Valley to match description on page 18 of Scenario D.		Revised as noted.		
4	Page 42	Third bullet, last sentence: Correct 'providing' to 'provides'.		Revised as noted.		

SUMMARY OF REVIEW COMMENTS

REVIEWER	Shawn Martin		AFFILIATION	ACHD	DATE OF REVIEW	2/5/19
NO.	**COMMENT LOCATION**	**COMMENT**		**ACTION**		
1	Page 42	My comment is still whether the quarter CFI is actually needed at Star Road. Seems like a v/c ratio of 1.05 is close enough given the nature of traffic modeling. Also, the Star Road Intersection is not listed in the conclusions on Chapter 6. Was that the intention?		See response to Aimee Loudenslager's Comment No. 1. The Star Road quarter CFI was added to the Conclusions discussion in Chapter 6.		

REVIEWER	Aimee Loudenslager		AFFILIATION	ACHD	DATE OF REVIEW	2/6/19
NO.	**COMMENT LOCATION**	**COMMENT**		**ACTION**		
1	General	The study recommends a quarter CFI at Star Rd. While I agree that it would be necessary to accommodate the anticipated volumes, I'm not sure how a quarter CFI will end up fitting in the middle of downtown Star.		Six Mile coordinated with Aimee Loudenslager and explained that the quarter CFI was needed to reduce delay and come as close to meeting the ITD design LOS D as possible for FHWA approval. Additional VISSIM modeling was conducted at the Star Road/SH-44 intersection with a conventional intersection type which showed a LOS F. VISSIM showed higher delays than predicted with HCM6 analysis because the effect of compounding queuing from the large northbound left-turn volume was captured in VISSIM. No revisions were made.		

2	Page 9	I am curious about the justification for the saturation flow rates used (1850 vphpl for existing conditions and 1900 vphpl for 2045). ACHD policy requires a sat flow rate of 1800 vphpl for traffic impact studies, and to the best of my knowledge, we haven't measured anything as high as 1850 or 1900 in the field.	Six Mile coordinated with Aimee Loundenslager regarding the saturation flow rate. A 2019 count on a similar state highway facility – SH-69 – produced an 'actual' saturation flow rate count of 1,811 vphpl. When adjusted for conservatively assumed values of lane utilization and heavy vehicles, the 'base' or 'ideal' saturation flow rate was between 1,850 and 1,900 vphpl. An existing base saturation flow rate of 1,850 vphpl was determined to be appropriate for SH-44. An increase to 1,900 vphpl by 2040 is expected to be appropriate because motorists tend to drive more aggressively as regional congestion increases. The report text was modified to indicate that the saturation flow rate values used are the 'base' saturation flow rate.

Appendix B Traffic Volume Adjustment Factors

Seasonal Adjustment Factors

The monthly SAFs were interpolated to determine a SAF for each week, which are shown in Table 1 on page 3 for March, April and August.

Table 1. Weekly SAFs for March and April

2018 Week Number	Week Start Date	Week End Date	Weekly Seasonal Adjustment Factor (SAF)
10	3/4/18	3/10/18	**1.044**
11	3/11/18	3/17/18	**1.030**
12	3/18/18	3/24/18	**1.013**
13	3/25/18	3/31/18	**0.996**
14	4/1/18	4/7/18	**0.979**
15	4/8/18	4/14/18	**0.962**
16	4/15/18	4/21/18	**0.957**
31	7/29/18	8/4/18	**0.948**

2045 Forecast Adjustment Method

The raw 2045 forecasts were adjusted using the *Screenline Refinement With Base Volumes* method in section 6.1 of *NCHRP 765, Analytical Travel Forecasting Approaches for Project-Level Planning and Design*. The procedures used for this study are described below.

Time Periods

The forecast adjustment method compares 2018 Counts (seasonally adjusted) with 2018 Base forecasts. For consistency, the peak hour volumes for the 2018 Counts are taken from the same peak hours as the 2018 Base forecasts (7-8 AM, 4-5 PM, and 5-6 PM). For the 2045 PM VISSIM evaluation, the 2045 Adjusted forecasts from the 4-5 PM and 5-6 PM peak hour models will be used to generate peak hour volumes for the 4:15-5:45 PM peak evaluation period.

Adjustment Variables

Using 2018 counts, 2018 Base forecasts, and 2045 Forecasts (No-Build and Build), the following variables were calculated per link and per direction:

- R (Ratio) = 2018 Count/2018 Base
- D (Difference) = 2018 Count – 2018 Base
- MR (Model Ratio) = 2045 Forecast/2018 Base
- SLR (Screen Line) = Σ 2018 Count/Σ 2018 Base (sum of all volumes entering/leaving intersection)

2045 Adjusted Volume Calculation

The following adjustment methods were applied to determine the adjusted 2045 forecast for each link and direction:

- **RATIO**:
  - 2045 Adjusted = 2045 Forecast * R
- **DIFF**:
  - 2045 Adjusted = 2045 Forecast + D
- **MRATIO** *(Modified "RATIO method" that is weighted towards DIFF for large increases between 2018 and 2045)*:
  - If MR<1: 2045 Adjusted = RATIO
  - If MR>1: 2045 Adjusted = ((MR–1)*DIFF + RATIO)/MR
- **RAf** *(Average of MRATIO and DIFF)*:
  - 2045 Adjusted = (MRATIO + DIFF)/2
- **SLRATIO**:
  - 2045 Adjusted = 2045 Forecast * SLR

Selected Adjustment Method

The selected adjustment method to generate the 2045 Adjusted volumes is based on the following thresholds for the adjustment variables:

- If MR<1:
  - If RATIO<=1, use RATIO
  - If 1<RATIO<2, use RAf
  - If RATIO>=2, use DIFF
- If MR>1:
  - If RATIO<=0.5, use MRATIO
  - If 0.5<RATIO<2, use RAf
  - If RATIO>=2, use DIFF

Adjustment Options

The NCHRP 765 method was not used to determine 2045 Adjusted volumes at all links at all intersections for various reasons. For example, several intersection links do not exist in the COMPASS model. The **adjustment options** shown in the attached spreadsheets are as follows:

- **Yes**: NCHRP 765 method was applied
- **None**: No adjustment to 2045 Forecast was made

  - Used on side streets where volumes increased significantly between 2018 Counts and 2045 Forecasts due to changes in roadway connectivity or large increases in approved demographics
- **Growth Rate**: An annual growth rate was assumed and applied to 2018 Counts
  - Used where side street links were missing in COMPASS model
- **Override**: 2045 Forecast is overridden (was not used)

2045 Build: Middleton Alternate Route Forecast Adjustments

The roadway segments and intersections on the SH-44 Alternate Route do not have associated 2018 Counts or 2018 Base forecasts; therefore, the 2045 Build forecasts were not adjusted for the alternate route links. The exception is on the SH-44 approaches that intersect the SH-44 Alternate Route. 2018 Counts and 2018 Base forecasts from the nearest intersection on either side of the two SH-44 Alternate Route and SH-44 intersections were used to adjust the 2045 Build volumes.

2045 No-Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
1	Old Highway 30	SH-44	w/o	In	417	1,286	32%	339	1,035	33%	502	1,695	30%	Yes		1.18	RAf	593	1,996	30%
1	Old Highway 30	SH-44	w/o	Out	870		68%	696		67%	1,193		70%	Yes		1.18	RAf	1,403		70%
1	Old Highway 30	SH-44	e/o	In	594	925	64%	499	779	64%	979	1,424	69%	Yes		1.12	RAf	1,097	1,603	68%
1	Old Highway 30	SH-44	e/o	Out	331		36%	280		36%	445		31%	Yes		1.14	RAf	506		32%
1	Old Highway 30	Old Hwy 30	n/o	In	372	580	64%	236	365	65%	308	445	69%	Yes		1.49	RAf	460	680	68%
1	Old Highway 30	Old Hwy 30	n/o	Out	209		36%	129		35%	137		31%	Yes		1.61	RAf	220		32%
1	Old Highway 30	Old Hwy 30	s/o	In	70	113	62%	48	65	74%	57	130	44%	Yes		1.42	RAf	81	180	45%
1	Old Highway 30	Old Hwy 30	s/o	Out	43		38%	17		26%	73		56%	Yes		1.36	DIFF	99		55%
1	**Old Highway 30**			**Total**	**2,904**			**2,244**			**3,694**					**1.21**		**4,459**		
2	Channel Road	SH-44	w/o	In	417	938	44%	267	717	37%	432	1,357	32%	Yes		1.41	RAf	611	1,625	38%
2	Channel Road	SH-44	w/o	Out	521		56%	450		63%	925		68%	Yes		1.10	RAf	1,014		62%
2	Channel Road	SH-44	e/o	In	518	942	55%	419	691	61%	898	1,334	67%	Yes		1.14	RAf	1,024	1,641	62%
2	Channel Road	SH-44	e/o	Out	424		45%	272		39%	436		33%	Yes		1.42	RAf	617		38%
2			n/o	In																
2			n/o	Out																
2	Channel Road	Channel Rd	s/o	In	16	21	75%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.28	GR	20	27	74%
2	Channel Road	Channel Rd	s/o	Out	5		25%	0		0%	0		0%	Growth Rate	1.0%	1.34	GR	7		26%
2	**Channel Road**			**Total**	**1,820**			**1,408**			**2,691**					**1.22**		**3,293**		
3	Canyon Lane	SH-44	w/o	In	417	910	46%	272	691	39%	436	1,334	33%	Yes		1.39	RAf	608	1,601	38%
3	Canyon Lane	SH-44	w/o	Out	494		54%	419		61%	898		67%	Yes		1.11	RAf	993		62%
3	Canyon Lane	SH-44	e/o	In	480	902	53%	419	691	61%	898	1,334	67%	Yes		1.09	RAf	976	1,590	61%
3	Canyon Lane	SH-44	e/o	Out	422		47%	272		39%	436		33%	Yes		1.41	RAf	614		39%
3	Canyon Lane	Canyon Ln	n/o	In	27	35	76%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.33	GR	36	47	77%
3	Canyon Lane	Canyon Ln	n/o	Out	8		24%	0		0%	0		0%	Growth Rate	1.0%	1.32	GR	11		23%
3			s/o	In																
3			s/o	Out																
3	**Canyon Lane**			**Total**	**1,848**			**1,382**			**2,668**					**1.21**		**3,238**		
4	Emmett Road	SH-44	w/o	In	418	918	46%	274	688	40%	437	1,330	33%	Yes		1.39	RAf	608	1,610	38%
4	Emmett Road	SH-44	w/o	Out	500		54%	414		60%	893		67%	Yes		1.12	RAf	1,002		62%
4	Emmett Road	SH-44	e/o	In	524	889	59%	433	679	64%	771	1,172	66%	Yes		1.14	RAf	882	1,426	62%
4	Emmett Road	SH-44	e/o	Out	365		41%	246		36%	401		34%	Yes		1.36	RAf	544		38%
4	Emmett Road	Emmett Rd	n/o	In	203	481	42%	142	331	43%	305	529	58%	Yes		1.25	RAf	382	703	54%
4	Emmett Road	Emmett Rd	n/o	Out	279		58%	189		57%	224		42%	Yes		1.43	RAf	321		46%
4			s/o	In																
4			s/o	Out																
4	**Emmett Road**			**Total**	**2,288**			**1,698**			**3,031**					**1.23**		**3,739**		

2045 No-Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
5	Hartley Lane	SH-44	w/o	In	311	785	40%	246	679	36%	401	1,169	34%	Yes		1.19	RAf	479	1,297	37%
5	Hartley Lane	SH-44	w/o	Out	474		60%	433		64%	768		66%	Yes		1.07	RAf	818		63%
5	Hartley Lane	SH-44	e/o	In	455	834	55%	430	675	64%	768	1,169	66%	Yes		1.04	RAf	799	1,360	59%
5	Hartley Lane	SH-44	e/o	Out	379		45%	245		36%	401		34%	Yes		1.40	RAf	561		41%
5	Hartley Lane	Hartley Ln	n/o	In	156	224	70%	0	0	0%	0	0	0%	Growth Rate	2.0%	1.71	GR	266	383	69%
5	Hartley Lane	Hartley Ln	n/o	Out	68		30%	0		0%	0		0%	Growth Rate	2.0%	1.71	GR	117		31%
5			s/o	In																
5			s/o	Out																
5	**Hartley Lane**			**Total**	**1,843**			**1,354**			**2,338**					**1.30**		**3,040**		
6	Cemetery Road	SH-44	w/o	In	403	867	47%	245	675	36%	401	1,169	34%	Yes		1.47	RAf	590	1,400	42%
6	Cemetery Road	SH-44	w/o	Out	464		53%	430		64%	768		66%	Yes		1.05	RAf	810		58%
6	Cemetery Road	SH-44	e/o	In	442	927	48%	445	734	61%	572	911	63%	Yes		0.99	RAf	569	1,120	51%
6	Cemetery Road	SH-44	e/o	Out	486		52%	289		39%	339		37%	Yes		1.63	RAf	551		49%
6	Cemetery Road	Cemetery Rd	n/o	In	193	283	68%	280	390	72%	296	449	66%	Yes		0.70	RAf	207	336	62%
6	Cemetery Road	Cemetery Rd	n/o	Out	89		32%	110		28%	153		34%	Yes		0.84	RAf	129		38%
6	Cemetery Road	Cemetery Rd	s/o	In	1	2	50%	50	242	21%	260	505	51%	None		1.00	NONE	260	505	51%
6	Cemetery Road	Cemetery Rd	s/o	Out	1		50%	192		79%	245		49%	None		1.00	NONE	245		49%
6	**Cemetery Road**			**Total**	**2,079**			**2,041**			**3,034**					**1.11**		**3,361**		
7	Hawthorne Drive	SH-44	w/o	In	449	973	46%	325	766	42%	365	923	40%	Yes		1.36	RAf	496	1,145	43%
7	Hawthorne Drive	SH-44	w/o	Out	523		54%	441		58%	558		60%	Yes		1.16	RAf	649		57%
7	Hawthorne Drive	SH-44	e/o	In	529	981	54%	434	760	57%	466	876	53%	Yes		1.21	RAf	565	1,114	51%
7	Hawthorne Drive	SH-44	e/o	Out	452		46%	326		43%	410		47%	Yes		1.34	RAf	549		49%
7	Hawthorne Drive	Hawthorne Dr	n/o	In	69	141	49%	43	61	70%	55	78	71%	Yes		1.53	RAf	84	161	52%
7	Hawthorne Drive	Hawthorne Dr	n/o	Out	72		51%	18		30%	23		29%	Yes		3.35	DIFF	77		48%
7	Hawthorne Drive	Hawthorne Dr	s/o	In	16	33	50%	53	123	43%	197	314	63%	None		1.00	NONE	197	314	63%
7	Hawthorne Drive	Hawthorne Dr	s/o	Out	16		50%	70		57%	116		37%	None		1.00	NONE	116		37%
7	**Hawthorne Drive**			**Total**	**2,128**			**1,710**			**2,191**					**1.25**		**2,734**		
8	Dewey Avenue	SH-44	w/o	In	476	1,000	48%	318	726	44%	399	823	48%	Yes		1.44	RAf	573	1,116	51%
8	Dewey Avenue	SH-44	w/o	Out	524		52%	408		56%	424		52%	Yes		1.28	RAf	543		49%
8	Dewey Avenue	SH-44	e/o	In	526	1,005	52%	433	800	54%	442	860	51%	Yes		1.21	RAf	536	1,073	50%
8	Dewey Avenue	SH-44	e/o	Out	479		48%	367		46%	418		49%	Yes		1.28	RAf	537		50%
8	Dewey Avenue	Dewey Ave	n/o	In	34	57	59%	75	108	69%	65	95	68%	Yes		0.45	RATIO	29	50	58%
8	Dewey Avenue	Dewey Ave	n/o	Out	23		41%	33		31%	30		32%	Yes		0.70	RATIO	21		42%
8	Dewey Avenue	Dewey Ave	s/o	In	6	21	27%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.39	GR	8	28	29%
8	Dewey Avenue	Dewey Ave	s/o	Out	15		73%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	20		71%
8	**Dewey Avenue**			**Total**	**2,084**			**1,634**			**1,778**					**1.28**		**2,267**		

2045 No-Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
9	S Middleton Road	SH-44	w/o	In	485	1,006	48%	367	800	46%	418	860	49%	Yes		1.30	RAf	543	1,074	51%
9	S Middleton Road	SH-44	w/o	Out	521		52%	433		54%	442		51%	Yes		1.20	RAf	531		49%
9	S Middleton Road	SH-44	e/o	In	606	1,054	57%	468	749	62%	457	907	50%	Yes		1.30	RAf	594	1,243	48%
9	S Middleton Road	SH-44	e/o	Out	448		43%	281		38%	450		50%	Yes		1.44	RAf	649		52%
9			n/o	In																
9			n/o	Out																
9	S Middleton Road	S Middleton Rd	s/o	In	333	787	42%	237	595	40%	25	62	40%	None		1.00	NONE	25	62	40%
9	S Middleton Road	S Middleton Rd	s/o	Out	454		58%	358		60%	37		60%	None		1.00	NONE	37		60%
9	**S Middleton Road**			**Total**	**2,848**			**2,144**			**1,829**					**1.30**		**2,379**		
10	N Middleton Road	SH-44	w/o	In	488	1,152	42%	281	749	38%	450	907	50%	Yes		1.55	RAf	696	1,347	52%
10	N Middleton Road	SH-44	w/o	Out	664		58%	468		62%	457		50%	Yes		1.42	RAf	651		48%
10	N Middleton Road	SH-44	e/o	In	459	881	52%	370	657	56%	620	1,285	48%	Yes		1.17	RAf	727	1,565	46%
10	N Middleton Road	SH-44	e/o	Out	422		48%	287		44%	665		52%	Yes		1.26	RAf	838		54%
10	N Middleton Road	N Middleton Rd	n/o	In	291	442	66%	330	470	70%	500	709	71%	Yes		0.91	RAf	455	676	67%
10	N Middleton Road	N Middleton Rd	n/o	Out	150		34%	140		30%	209		29%	Yes		1.06	RAf	221		33%
10	N Middleton Road	N Middleton Rd	s/o	In	1	3	33%	0	0	0%	308	830	37%	None		1.00	NONE	308	830	37%
10	N Middleton Road	N Middleton Rd	s/o	Out	2		67%	0		0%	522		63%	None		1.00	NONE	522		63%
10	**N Middleton Road**			**Total**	**2,477**			**1,876**			**3,731**					**1.18**		**4,418**		
11	Duff Lane	SH-44	w/o	In	448	856	52%	287	657	44%	665	1,285	52%	Yes		1.31	RAf	872	1,538	57%
11	Duff Lane	SH-44	w/o	Out	408		48%	370		56%	620		48%	Yes		1.07	RAf	666		43%
11	Duff Lane	SH-44	e/o	In	331	839	39%	303	612	50%	524	1,283	41%	Yes		1.06	RAf	558	1,575	35%
11	Duff Lane	SH-44	e/o	Out	508		61%	309		50%	759		59%	Yes		1.34	RAf	1,017		65%
11	Duff Lane	Duff Ln	n/o	In	175	231	76%	100	131	76%	217	288	75%	Yes		1.44	RAf	313	415	75%
11	Duff Lane	Duff Ln	n/o	Out	55		24%	31		24%	71		25%	Yes		1.44	RAf	102		25%
11	Duff Lane	Duff Ln	s/o	In	26	35	74%	31	41	76%	63	83	76%	Yes		0.90	RAf	57	76	75%
11	Duff Lane	Duff Ln	s/o	Out	9		26%	10		24%	20		24%	Yes		0.95	RAf	19		25%
11	**Duff Lane**			**Total**	**1,962**			**1,441**			**2,939**					**1.23**		**3,604**		
12	Lansing Lane	SH-44	w/o	In	468	782	60%	298	578	52%	741	1,214	61%	Yes		1.30	RAf	962	1,476	65%
12	Lansing Lane	SH-44	w/o	Out	314		40%	280		48%	473		39%	Yes		1.09	RAf	514		35%
12	Lansing Lane	SH-44	e/o	In	263	805	33%	250	652	38%	469	1,284	37%	Yes		1.03	RAf	485	1,476	33%
12	Lansing Lane	SH-44	e/o	Out	542		67%	402		62%	815		63%	Yes		1.22	RAf	991		67%
12	Lansing Lane	Lansing Ln	n/o	In	126	152	83%	176	227	78%	224	386	58%	Yes		0.75	RAf	169	298	57%
12	Lansing Lane	Lansing Ln	n/o	Out	26		17%	51		22%	162		42%	Yes		0.80	RAf	129		43%
12	Lansing Lane	Lansing Ln	s/o	In	29	33	88%	15	21	71%	28	37	76%	Yes		1.64	RAf	46	53	87%
12	Lansing Lane	Lansing Ln	s/o	Out	4		12%	6		29%	9		24%	Yes		0.78	RAf	7		13%
12	**Lansing Lane**			**Total**	**1,773**			**1,478**			**2,921**					**1.13**		**3,303**		

2045 No-Build 7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
13	Kingsbury Road	SH-44	w/o	In	562	791	71%	402	652	62%	815	1,284	63%	Yes		1.25	RAf	1,016	1,459	70%
13	Kingsbury Road	SH-44	w/o	Out	229		29%	250		38%	469		37%	Yes		0.94	RAf	443		30%
13	Kingsbury Road	SH-44	e/o	In	223	813	27%	261	708	37%	496	1,363	36%	Yes		0.91	RAf	449	1,495	30%
13	Kingsbury Road	SH-44	e/o	Out	591		73%	447		63%	867		64%	Yes		1.21	RAf	1,046		70%
13	Kingsbury Road	Kingsbury Rd	n/o	In	53	71	74%	56	78	72%	65	103	63%	Yes		0.95	RAf	62	95	65%
13	Kingsbury Road	Kingsbury Rd	n/o	Out	18		26%	22		28%	38		37%	Yes		0.87	RAf	33		35%
13			s/o	In																
13			s/o	Out																
13	**Kingsbury Road**			**Total**	**1,676**			**1,438**			**2,750**					**1.11**		**3,049**		
14	Blessinger Road	SH-44	w/o	In	581	816	71%	447	708	63%	867	1,363	64%	Yes		1.19	RAf	1,034	1,498	69%
14	Blessinger Road	SH-44	w/o	Out	235		29%	261		37%	496		36%	Yes		0.94	RAf	464		31%
14	Blessinger Road	SH-44	e/o	In	220	826	27%	233	687	34%	468	1,355	35%	Yes		0.97	RAf	452	1,528	30%
14	Blessinger Road	SH-44	e/o	Out	606		73%	454		66%	887		65%	Yes		1.21	RAf	1,076		70%
14	Blessinger Road	Blessinger Rd	n/o	In	48	59	81%	20	27	74%	21	29	72%	Yes		2.33	DIFF	49	62	79%
14	Blessinger Road	Blessinger Rd	n/o	Out	11		19%	7		26%	8		28%	Yes		1.63	RAf	13		21%
14	Blessinger Road	Blessinger Rd	s/o	In	6	9	67%	40	57	70%	63	91	69%	None		1.00	NONE	63	91	69%
14	Blessinger Road	Blessinger Rd	s/o	Out	3		33%	17		30%	28		31%	None		1.00	NONE	28		31%
14	**Blessinger Road**			**Total**	**1,710**			**1,479**			**2,838**					**1.12**		**3,179**		
15	Can Ada Road	SH-44	w/o	In	609	833	73%	458	689	66%	902	1,366	66%	Yes		1.21	RAf	1,090	1,546	71%
15	Can Ada Road	SH-44	w/o	Out	224		27%	231		34%	464		34%	Yes		0.98	RAf	456		29%
15	Can Ada Road	SH-44	e/o	In	234	882	27%	233	769	30%	479	1,509	32%	Yes		1.00	RAf	480	1,649	29%
15	Can Ada Road	SH-44	e/o	Out	648		73%	536		70%	1,030		68%	Yes		1.13	RAf	1,169		71%
15	Can Ada Road	Can Ada Rd	n/o	In	68	106	64%	118	160	74%	304	503	60%	Yes		0.79	RAf	239	433	55%
15	Can Ada Road	Can Ada Rd	n/o	Out	38		36%	42		26%	199		40%	Yes		0.97	RAf	194		45%
15			s/o	In																
15			s/o	Out																
15	**Can Ada Road**			**Total**	**1,821**			**1,618**			**3,378**					**1.07**		**3,628**		
16	Highbrook Way	SH-44	w/o	In	657	906	73%	536	769	70%	1,063	1,563	68%	Yes		1.14	RAf	1,215	1,734	70%
16	Highbrook Way	SH-44	w/o	Out	248		27%	233		30%	500		32%	Yes		1.04	RAf	519		30%
16	Highbrook Way	SH-44	e/o	In	267	988	27%	234	770	30%	500	1,563	32%	Yes		1.08	RAf	542	1,835	30%
16	Highbrook Way	SH-44	e/o	Out	720		73%	536		70%	1,063		68%	Yes		1.22	RAf	1,293		70%
16			n/o	In																
16			n/o	Out																
16	Highbrook Way	Highbrook Wy	s/o	In	88	133	66%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	132	199	66%
16	Highbrook Way	Highbrook Wy	s/o	Out	45		34%	0		0%	0		0%	Growth Rate	1.5%	1.50	GR	67		34%
16	**Highbrook Way**			**Total**	**2,026**			**1,539**			**3,126**					**1.21**		**3,768**		

2045 No-Build 7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
17	Star Road	SH-44	w/o	In	693	966	72%	576	829	69%	996	1,551	64%	Yes		1.14	RAf	1,138	1,720	66%
17	Star Road	SH-44	w/o	Out	274		28%	253		31%	555		36%	Yes		1.05	RAf	582		34%
17	Star Road	SH-44	e/o	In	277	957	29%	257	789	33%	540	1,050	51%	Yes		1.05	RAf	565	1,221	46%
17	Star Road	SH-44	e/o	Out	681		71%	532		67%	510		49%	Yes		1.29	RAf	656		54%
17	Star Road	Star Rd	n/o	In	345	460	75%	305	468	65%	575	856	67%	Yes		1.09	RAf	625	847	74%
17	Star Road	Star Rd	n/o	Out	114		25%	163		35%	281		33%	Yes		0.79	RAf	222		26%
17	Star Road	Star Rd	s/o	In	254	754	34%	253	696	36%	639	2,023	32%	Yes		1.00	RAf	641	2,101	31%
17	Star Road	Star Rd	s/o	Out	499		66%	443		64%	1,384		68%	Yes		1.05	RAf	1,460		69%
17	**Star Road**			**Total**	**3,137**			**2,782**			**5,480**					**1.07**		**5,889**		
18	N Plummer Road	SH-44	w/o	In	873	1,104	79%	804	1,148	70%	888	1,512	59%	Yes		1.08	RAf	960	1,446	66%
18	N Plummer Road	SH-44	w/o	Out	231		21%	344		30%	624		41%	Yes		0.78	RAf	486		34%
18	N Plummer Road	SH-44	e/o	In	263	1,233	21%	380	1,214	31%	651	1,797	36%	Yes		0.78	RAf	510	1,810	28%
18	N Plummer Road	SH-44	e/o	Out	969		79%	834		69%	1,146		64%	Yes		1.13	RAf	1,300		72%
18	N Plummer Road	N Plummer Rd	n/o	In	119	166	71%	60	126	48%	417	655	64%	Yes		1.20	RAf	500	713	70%
18	N Plummer Road	N Plummer Rd	n/o	Out	48		29%	66		52%	238		36%	Yes		0.90	RAf	213		30%
18	N Plummer Road	N Plummer Rd	s/o	In	22	52	43%	0	0	0%	0	0	0%	Growth Rate	3.0%	2.24	GR	50	115	43%
18	N Plummer Road	N Plummer Rd	s/o	Out	29		57%	0		0%	0		0%	Growth Rate	3.0%	2.21	GR	65		57%
18	**N Plummer Road**			**Total**	**2,555**			**2,488**			**3,964**					**1.03**		**4,084**		
19	SH-16	SH-44	w/o	In	887	1,179	75%	833	1,217	68%	1,146	1,801	64%	Yes		1.05	RAf	1,208	1,752	69%
19	SH-16	SH-44	w/o	Out	292		25%	384		32%	655		36%	Yes		0.83	RAf	544		31%
19	SH-16	SH-44	e/o	In	506	1,725	29%	695	1,761	39%	1,166	2,404	49%	Yes		0.81	RAf	939	2,341	40%
19	SH-16	SH-44	e/o	Out	1219		71%	1,066		61%	1,238		51%	Yes		1.13	RAf	1,402		60%
19	SH-16	SH-16	n/o	In	651	972	67%	598	1,015	59%	1,271	2,345	54%	Yes		1.05	RAf	1,338	2,287	59%
19	SH-16	SH-16	n/o	Out	321		33%	417		41%	1,074		46%	Yes		0.88	RAf	949		41%
19	SH-16	SH-16	s/o	In	516	1,243	41%	407	1,074	38%	1,849	4,327	43%	Yes		1.08	RAf	2,001	4,561	44%
19	SH-16	SH-16	s/o	Out	727		59%	667		62%	2,478		57%	Yes		1.03	RAf	2,560		56%
19	**SH-16**			**Total**	**5,119**			**5,067**			**10,877**					**1.01**		**10,941**		
20	Palmer Lane	SH-44	w/o	In	1274	1,790	71%	1,066	1,761	61%	1,238	2,404	51%	Yes		1.18	RAf	1,460	2,411	61%
20	Palmer Lane	SH-44	w/o	Out	516		29%	695		39%	1,166		49%	Yes		0.82	RAf	951		39%
20	Palmer Lane	SH-44	e/o	In	507	1,741	29%	699	1,747	40%	1,104	2,284	48%	Yes		0.79	RAf	877	2,253	39%
20	Palmer Lane	SH-44	e/o	Out	1234		71%	1,048		60%	1,180		52%	Yes		1.17	RAf	1,376		61%
20	Palmer Lane	Palmer Ln	n/o	In	13	57	22%	23	63	37%	597	1,009	59%	Yes		0.97	RAf	581	1,000	58%
20	Palmer Lane	Palmer Ln	n/o	Out	44		78%	40		63%	413		41%	Yes		1.02	RAf	419		42%
20	Palmer Lane	Palmer Ln	s/o	In	2	4	50%	13	31	42%	118	486	24%	Yes		0.82	MRATIO	97	434	22%
20	Palmer Lane	Palmer Ln	s/o	Out	2		50%	18		58%	368		76%	Yes		0.92	MRATIO	337		78%
20	**Palmer Lane**			**Total**	**3,591**			**3,602**			**6,183**					**0.99**		**6,098**		

2045 No-Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
21	Moon Valley Road	SH-44	w/o	In	1271	1,770	72%	1,048	1,747	60%	1,180	2,284	52%	Yes		1.20	RAf	1,416	2,284	62%
21	Moon Valley Road	SH-44	w/o	Out	499		28%	699		40%	1,104		48%	Yes		0.79	RAf	868		38%
21	Moon Valley Road	SH-44	e/o	In	506	1,806	28%	713	1,795	40%	1,221	3,018	40%	Yes		0.80	RAf	971	3,030	32%
21	Moon Valley Road	SH-44	e/o	Out	1300		72%	1,082		60%	1,797		60%	Yes		1.15	RAf	2,059		68%
21			n/o	In																
21			n/o	Out																
21	Moon Valley Road	Moon Valley Rd	s/o	In	29	36	81%	34	47	72%	529	629	84%	Yes		0.99	RAf	523	615	85%
21	Moon Valley Road	Moon Valley Rd	s/o	Out	7		19%	13		28%	100		16%	Yes		0.92	RAf	92		15%
21	**Moon Valley Road**			**Total**	**3,613**			**3,589**			**5,931**					**1.00**		**5,929**		
22	Linder Road	SH-44	w/o	In	1240	1,752	71%	1,082	1,795	60%	1,797	3,018	60%	Yes		1.11	RAf	1,987	2,965	67%
22	Linder Road	SH-44	w/o	Out	512		29%	713		40%	1,221		40%	Yes		0.80	RAf	978		33%
22	Linder Road	SH-44	e/o	In	693	2,441	28%	900	2,626	34%	1,749	3,766	46%	Yes		0.85	RAf	1,492	3,533	42%
22	Linder Road	SH-44	e/o	Out	1748		72%	1,726		66%	2,017		54%	Yes		1.01	RAf	2,041		58%
22	Linder Road	Linder Rd	n/o	In	412	699	59%	544	832	65%	1,778	2,776	64%	Yes		0.90	RAf	1,601	2,598	62%
22	Linder Road	Linder Rd	n/o	Out	287		41%	288		35%	998		36%	Yes		1.00	RAf	997		38%
22	Linder Road	Linder Rd	s/o	In	575	948	61%	486	771	63%	1,310	3,510	37%	Yes		1.09	RAf	1,427	3,754	38%
22	Linder Road	Linder Rd	s/o	Out	373		39%	285		37%	2,200		63%	Yes		1.06	RAf	2,327		62%
22	**Linder Road**			**Total**	**5,840**			**6,024**			**13,071**					**0.98**		**12,850**		
23	Park Lane	SH-44	w/o	In	1773	2,459	72%	1,726	2,626	66%	2,017	3,766	54%	Yes		1.03	RAf	2,068	3,552	58%
23	Park Lane	SH-44	w/o	Out	686		28%	900		34%	1,749		46%	Yes		0.85	RAf	1,484		42%
23	Park Lane	SH-44	e/o	In	933	2,700	35%	1,120	2,790	40%	1,836	3,858	48%	Yes		0.88	RAf	1,613	3,741	43%
23	Park Lane	SH-44	e/o	Out	1767		65%	1,670		60%	2,022		52%	Yes		1.05	RAf	2,128		57%
23	Park Lane	Park Ln	n/o	In	215	722	30%	135	544	25%	267	724	37%	Yes		1.38	RAf	368	927	40%
23	Park Lane	Park Ln	n/o	Out	506		70%	409		75%	456		63%	Yes		1.22	RAf	559		60%
23	Park Lane	Park Ln	s/o	In	49	60	82%	8	18	44%	163	268	61%	Yes		1.25	DIFF	204	310	66%
23	Park Lane	Park Ln	s/o	Out	11		18%	10		56%	105		39%	Yes		1.01	RAf	106		34%
23	**Park Lane**			**Total**	**5,941**			**5,978**			**8,615**					**0.99**		**8,530**		
24	Fisher Parkway	SH-44	w/o	In	1739	2,690	65%	1,670	2,790	60%	2,022	3,858	52%	Yes		1.04	RAf	2,097	3,732	56%
24	Fisher Parkway	SH-44	w/o	Out	952		35%	1,120		40%	1,836		48%	Yes		0.89	RAf	1,635		44%
24	Fisher Parkway	SH-44	e/o	In	1022	2,775	37%	1,129	2,788	40%	1,848	3,801	49%	Yes		0.93	RAf	1,720	3,774	46%
24	Fisher Parkway	SH-44	e/o	Out	1753		63%	1,659		60%	1,953		51%	Yes		1.05	RAf	2,054		54%
24	Fisher Parkway	Fisher Prkwy	n/o	In	91	234	39%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.49	GR	136	350	39%
24	Fisher Parkway	Fisher Prkwy	n/o	Out	143		61%	0		0%	0		0%	Growth Rate	1.5%	1.50	GR	214		61%
24	Fisher Parkway	Fisher Prkwy	s/o	In	1	5	20%	13	45	29%	110	283	39%	None		1.00	NONE	110	283	39%
24	Fisher Parkway	Fisher Prkwy	s/o	Out	4		80%	32		71%	174		61%	None		1.00	NONE	174		61%
24	**Fisher Parkway**			**Total**	**5,705**			**5,623**			**7,942**					**1.02**		**8,139**		

2045 No-Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
25	Old State Street	SH-44	w/o	In	1768	2,739	65%	1,706	2,818	61%	1,974	3,814	52%	Yes		1.03	RAf	2,041	3,712	55%
25	Old State Street	SH-44	w/o	Out	971		35%	1,112		39%	1,840		48%	Yes		0.91	RAf	1,671		45%
25	Old State Street	SH-44	e/o	In	807	2,587	31%	1,037	2,770	37%	1,615	3,448	47%	Yes		0.83	RAf	1,344	3,227	42%
25	Old State Street	SH-44	e/o	Out	1781		69%	1,733		63%	1,833		53%	Yes		1.03	RAf	1,883		58%
25	Old State Street	Old State St	n/o	In	324	476	68%	346	589	59%	521	973	54%	Yes		0.95	RAf	496	836	59%
25	Old State Street	Old State St	n/o	Out	152		32%	243		41%	452		46%	Yes		0.75	RAf	340		41%
25			s/o	In																
25			s/o	Out																
25	**Old State Street**			**Total**	**5,807**			**6,177**			**8,235**					**0.94**		**7,775**		
26	Eagle Road	SH-44	w/o	In	1684	2,513	67%	1,733	2,770	63%	1,833	3,448	53%	Yes		0.97	RAf	1,783	3,153	57%
26	Eagle Road	SH-44	w/o	Out	829		33%	1,037		37%	1,615		47%	Yes		0.85	RAf	1,370		43%
26	Eagle Road	SH-44	e/o	In	964	2,344	41%	1,047	2,372	44%	2,039	4,108	50%	Yes		0.95	RAf	1,936	4,070	48%
26	Eagle Road	SH-44	e/o	Out	1380		59%	1,325		56%	2,069		50%	Yes		1.03	RAf	2,134		52%
26	Eagle Road	Eagle Rd	n/o	In	724	1,280	57%	769	1,650	47%	1,150	2,170	53%	Yes		0.95	RAf	1,098	1,771	62%
26	Eagle Road	Eagle Rd	n/o	Out	556		43%	881		53%	1,020		47%	Yes		0.66	RAf	673		38%
26	Eagle Road	Eagle Rd	s/o	In	1062	2,732	39%	1,480	3,266	45%	1,654	3,604	46%	Yes		0.73	RAf	1,214	3,043	40%
26	Eagle Road	Eagle Rd	s/o	Out	1670		61%	1,786		55%	1,950		54%	Yes		0.94	RAf	1,829		60%
26	**Eagle Road**			**Total**	**8,869**			**10,058**			**13,330**					**0.90**		**12,037**		

2045 No-Build 4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
1	Old Highway 30	SH-44	w/o	In	720	1,214	59%	834	1,301	64%	1,151	1,945	59%	Yes		0.89	RAf	1,022	1,849	55%
1	Old Highway 30	SH-44	w/o	Out	494		41%	467		36%	794		41%	Yes		1.04	RAf	827		45%
1	Old Highway 30	SH-44	e/o	In	357	818	44%	368	962	38%	676	1,828	37%	Yes		0.98	RAf	663	1,650	40%
1	Old Highway 30	SH-44	e/o	Out	461		56%	594		62%	1,152		63%	Yes		0.86	RAf	987		60%
1	Old Highway 30	Old Hwy 30	n/o	In	248	634	39%	150	434	35%	188	680	28%	Yes		1.57	RAf	296	911	32%
1	Old Highway 30	Old Hwy 30	n/o	Out	385		61%	284		65%	492		72%	Yes		1.25	RAf	615		68%
1	Old Highway 30	Old Hwy 30	s/o	In	63	111	57%	26	59	44%	661	716	92%	Yes		1.06	DIFF	698	771	91%
1	Old Highway 30	Old Hwy 30	s/o	Out	48		43%	33		56%	55		8%	Yes		1.33	RAf	73		9%
1	**Old Highway 30**			**Total**	**2,777**			**2,756**			**5,169**					**1.00**		**5,181**		
2	Channel Road	SH-44	w/o	In	442	781	57%	533	862	62%	1,082	1,715	63%	Yes		0.89	RAf	968	1,614	60%
2	Channel Road	SH-44	w/o	Out	339		43%	329		38%	633		37%	Yes		1.02	RAf	646		40%
2	Channel Road	SH-44	e/o	In	346	801	43%	321	819	39%	624	1,672	37%	Yes		1.05	RAf	655	1,649	40%
2	Channel Road	SH-44	e/o	Out	455		57%	498		61%	1,048		63%	Yes		0.95	RAf	994		60%
2			n/o	In																
2			n/o	Out																
2	Channel Road	Channel Rd	s/o	In	22	37	60%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.32	GR	29	48	60%
2	Channel Road	Channel Rd	s/o	Out	15		40%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	19		40%
2	**Channel Road**			**Total**	**1,618**			**1,681**			**3,387**					**0.98**		**3,311**		
3	Canyon Lane	SH-44	w/o	In	447	793	56%	498	819	61%	1,048	1,672	63%	Yes		0.94	RAf	984	1,640	60%
3	Canyon Lane	SH-44	w/o	Out	347		44%	321		39%	624		37%	Yes		1.05	RAf	656		40%
3	Canyon Lane	SH-44	e/o	In	347	789	44%	321	819	39%	624	1,672	37%	Yes		1.05	RAf	656	1,635	40%
3	Canyon Lane	SH-44	e/o	Out	443		56%	498		61%	1,048		63%	Yes		0.93	RAf	979		60%
3	Canyon Lane	Canyon Ln	n/o	In	7	19	39%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.37	GR	10	25	40%
3	Canyon Lane	Canyon Ln	n/o	Out	11		61%	0		0%	0		0%	Growth Rate	1.0%	1.31	GR	15		60%
3			s/o	In																
3			s/o	Out																
3	**Canyon Lane**			**Total**	**1,601**			**1,638**			**3,344**					**0.99**		**3,300**		
4	Emmett Road	SH-44	w/o	In	469	852	55%	492	812	61%	1,042	1,664	63%	Yes		0.97	RAf	1,013	1,714	59%
4	Emmett Road	SH-44	w/o	Out	383		45%	320		39%	622		37%	Yes		1.13	RAf	701		41%
4	Emmett Road	SH-44	e/o	In	409	841	49%	303	742	41%	575	1,505	38%	Yes		1.23	RAf	707	1,629	43%
4	Emmett Road	SH-44	e/o	Out	432		51%	439		59%	930		62%	Yes		0.99	RAf	922		57%
4	Emmett Road	Emmett Rd	n/o	In	110	283	39%	99	234	42%	148	361	41%	Yes		1.09	RAf	161	419	38%
4	Emmett Road	Emmett Rd	n/o	Out	173		61%	135		58%	213		59%	Yes		1.21	RAf	258		62%
4			s/o	In																
4			s/o	Out																
4	**Emmett Road**			**Total**	**1,976**			**1,788**			**3,530**					**1.07**		**3,762**		

2045 No-Build 4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
5	Hartley Lane	SH-44	w/o	In	419	810	52%	439	742	59%	925	1,497	62%	Yes		0.97	RAf	900	1,581	57%
5	Hartley Lane	SH-44	w/o	Out	391		48%	303		41%	572		38%	Yes		1.19	RAf	681		43%
5	Hartley Lane	SH-44	e/o	In	424	833	51%	301	737	41%	572	1,497	38%	Yes		1.27	RAf	724	1,615	45%
5	Hartley Lane	SH-44	e/o	Out	409		49%	436		59%	925		62%	Yes		0.96	RAf	891		55%
5	Hartley Lane	Hartley Ln	n/o	In	102	248	41%	0	0	0%	0	0	0%	Growth Rate	2.0%	1.71	GR	174	424	41%
5	Hartley Lane	Hartley Ln	n/o	Out	146		59%	0		0%	0		0%	Growth Rate	2.0%	1.71	GR	250		59%
5			s/o	In																
5			s/o	Out																
5	**Hartley Lane**			**Total**	**1,891**			**1,479**			**2,994**					**1.21**		**3,620**		
6	Cemetery Road	SH-44	w/o	In	404	851	47%	435	736	59%	925	1,497	62%	Yes		0.96	RAf	886	1,639	54%
6	Cemetery Road	SH-44	w/o	Out	447		53%	301		41%	572		38%	Yes		1.32	RAf	753		46%
6	Cemetery Road	SH-44	e/o	In	496	928	53%	380	785	48%	485	1,139	43%	Yes		1.27	RAf	614	1,300	47%
6	Cemetery Road	SH-44	e/o	Out	432		47%	405		52%	654		57%	Yes		1.05	RAf	686		53%
6	Cemetery Road	Cemetery Rd	n/o	In	106	234	45%	138	412	33%	204	516	40%	Yes		0.82	RAf	167	315	53%
6	Cemetery Road	Cemetery Rd	n/o	Out	128		55%	274		67%	312		60%	Yes		0.47	MRATIO	148		47%
6	Cemetery Road	Cemetery Rd	s/o	In	1	2	50%	75	124	60%	211	523	40%	None		1.00	NONE	211	523	40%
6	Cemetery Road	Cemetery Rd	s/o	Out	1		50%	49		40%	312		60%	None		1.00	NONE	312		60%
6	**Cemetery Road**			**Total**	**2,015**			**2,057**			**3,675**					**1.03**		**3,777**		
7	Hawthorne Drive	SH-44	w/o	In	448	983	46%	416	839	50%	640	1,147	56%	Yes		1.06	RAf	678	1,306	52%
7	Hawthorne Drive	SH-44	w/o	Out	535		54%	423		50%	507		44%	Yes		1.24	RAf	628		48%
7	Hawthorne Drive	SH-44	e/o	In	580	1,036	56%	417	830	50%	520	1,044	50%	Yes		1.34	RAf	699	1,271	55%
7	Hawthorne Drive	SH-44	e/o	Out	456		44%	413		50%	524		50%	Yes		1.09	RAf	572		45%
7	Hawthorne Drive	Hawthorne Dr	n/o	In	63	156	40%	30	82	37%	40	109	37%	Yes		1.83	DIFF	73	189	39%
7	Hawthorne Drive	Hawthorne Dr	n/o	Out	93		60%	52		63%	69		63%	Yes		1.68	RAf	116		61%
7	Hawthorne Drive	Hawthorne Dr	s/o	In	54	114	47%	101	177	57%	159	394	40%	None		1.00	NONE	159	394	40%
7	Hawthorne Drive	Hawthorne Dr	s/o	Out	61		53%	76		43%	236		60%	None		1.00	NONE	236		60%
7	**Hawthorne Drive**			**Total**	**2,290**			**1,928**			**2,694**					**1.17**		**3,160**		
8	Dewey Avenue	SH-44	w/o	In	463	1,055	44%	388	791	49%	467	964	48%	Yes		1.17	RAf	548	1,253	44%
8	Dewey Avenue	SH-44	w/o	Out	593		56%	403		51%	497		52%	Yes		1.42	RAf	705		56%
8	Dewey Avenue	SH-44	e/o	In	618	1,090	57%	467	898	52%	524	1,020	51%	Yes		1.30	RAf	683	1,223	56%
8	Dewey Avenue	SH-44	e/o	Out	472		43%	431		48%	496		49%	Yes		1.09	RAf	540		44%
8	Dewey Avenue	Dewey Ave	n/o	In	38	90	41%	57	146	39%	32	67	48%	Yes		0.66	RATIO	21	42	50%
8	Dewey Avenue	Dewey Ave	n/o	Out	53		59%	89		61%	35		52%	Yes		0.60	RATIO	21		50%
8	Dewey Avenue	Dewey Ave	s/o	In	26	52	50%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.31	GR	34	68	50%
8	Dewey Avenue	Dewey Ave	s/o	Out	26		50%	0		0%	0		0%	Growth Rate	1.0%	1.31	GR	34		50%
8	**Dewey Avenue**			**Total**	**2,288**			**1,835**			**2,051**					**1.26**		**2,586**		

2045 No-Build
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					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
9	S Middleton Road	SH-44	w/o	In	459	1,068	43%	431	898	48%	496	1,020	49%	Yes		1.06	RAf	526	1,200	44%
9	S Middleton Road	SH-44	w/o	Out	609		57%	467		52%	524		51%	Yes		1.29	RAf	674		56%
9	S Middleton Road	SH-44	e/o	In	547	1,123	49%	380	831	46%	556	1,073	52%	Yes		1.35	RAf	750	1,399	54%
9	S Middleton Road	SH-44	e/o	Out	575		51%	451		54%	517		48%	Yes		1.26	RAf	649		46%
9			n/o	In																
9			n/o	Out																
9	S Middleton Road	S Middleton Rd	s/o	In	546	915	60%	394	682	58%	64	112	57%	None		1.00	NONE	64	112	57%
9	S Middleton Road	S Middleton Rd	s/o	Out	368		40%	288		42%	48		43%	None		1.00	NONE	48		43%
9	**S Middleton Road**			**Total**	**3,105**			**2,411**			**2,205**					**1.23**		**2,711**		
10	N Middleton Road	SH-44	w/o	In	666	1,308	51%	451	831	54%	517	1,073	48%	Yes		1.44	RAf	746	1,606	46%
10	N Middleton Road	SH-44	w/o	Out	642		49%	380		46%	556		52%	Yes		1.55	RAf	860		54%
10	N Middleton Road	SH-44	e/o	In	523	972	54%	360	722	50%	712	1,338	53%	Yes		1.29	RAf	915	1,646	56%
10	N Middleton Road	SH-44	e/o	Out	449		46%	362		50%	626		47%	Yes		1.17	RAf	731		44%
10	N Middleton Road	N Middleton Rd	n/o	In	196	489	40%	175	512	34%	312	833	37%	Yes		1.08	RAf	338	806	42%
10	N Middleton Road	N Middleton Rd	n/o	Out	292		60%	337		66%	521		63%	Yes		0.90	RAf	468		58%
10	N Middleton Road	N Middleton Rd	s/o	In	2	7	29%	96	99	97%	555	974	57%	None		1.00	NONE	555	974	57%
10	N Middleton Road	N Middleton Rd	s/o	Out	5		71%	3		3%	419		43%	None		1.00	NONE	419		43%
10	**N Middleton Road**			**Total**	**2,776**			**2,164**			**4,218**					**1.19**		**5,032**		
11	Duff Lane	SH-44	w/o	In	382	838	46%	362	722	50%	626	1,338	47%	Yes		1.04	RAf	651	1,483	44%
11	Duff Lane	SH-44	w/o	Out	456		54%	360		50%	712		53%	Yes		1.17	RAf	832		56%
11	Duff Lane	SH-44	e/o	In	480	825	58%	382	694	55%	807	1,520	53%	Yes		1.15	RAf	931	1,686	55%
11	Duff Lane	SH-44	e/o	Out	345		42%	312		45%	713		47%	Yes		1.06	RAf	755		45%
11	Duff Lane	Duff Ln	n/o	In	72	201	36%	48	155	31%	280	515	54%	Yes		1.12	RAf	314	577	54%
11	Duff Lane	Duff Ln	n/o	Out	129		64%	107		69%	235		46%	Yes		1.12	RAf	263		46%
11	Duff Lane	Duff Ln	s/o	In	21	45	47%	17	47	36%	34	101	34%	Yes		1.15	RAf	39	99	39%
11	Duff Lane	Duff Ln	s/o	Out	24		53%	30		64%	67		66%	Yes		0.90	RAf	60		61%
11	**Duff Lane**			**Total**	**1,909**			**1,618**			**3,474**					**1.11**		**3,845**		
12	Lansing Lane	SH-44	w/o	In	321	807	40%	291	658	44%	657	1,432	46%	Yes		1.06	RAf	696	1,622	43%
12	Lansing Lane	SH-44	w/o	Out	486		60%	367		56%	775		54%	Yes		1.19	RAf	926		57%
12	Lansing Lane	SH-44	e/o	In	526	827	64%	500	812	62%	943	1,651	57%	Yes		1.03	RAf	975	1,669	58%
12	Lansing Lane	SH-44	e/o	Out	301		36%	312		38%	708		43%	Yes		0.98	RAf	694		42%
12	Lansing Lane	Lansing Ln	n/o	In	70	184	38%	86	275	31%	136	378	36%	Yes		0.86	RAf	117	276	42%
12	Lansing Lane	Lansing Ln	n/o	Out	114		62%	189		69%	242		64%	Yes		0.66	RAf	159		58%
12	Lansing Lane	Lansing Ln	s/o	In	18	53	35%	11	31	35%	15	46	33%	Yes		1.53	RAf	23	71	32%
12	Lansing Lane	Lansing Ln	s/o	Out	34		65%	20		65%	31		67%	Yes		1.55	RAf	48		68%
12	**Lansing Lane**			**Total**	**1,871**			**1,776**			**3,507**					**1.04**		**3,638**		

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					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
13	Kingsbury Road	SH-44	w/o	In	291	843	34%	312	812	38%	708	1,651	43%	Yes		0.96	RAf	681	1,688	40%
13	Kingsbury Road	SH-44	w/o	Out	552		66%	500		62%	943		57%	Yes		1.07	RAf	1,007		60%
13	Kingsbury Road	SH-44	e/o	In	564	874	65%	555	891	62%	1,003	1,738	58%	Yes		1.01	RAf	1,014	1,716	59%
13	Kingsbury Road	SH-44	e/o	Out	310		35%	336		38%	735		42%	Yes		0.96	RAf	702		41%
13	Kingsbury Road	Kingsbury Rd	n/o	In	49	90	54%	37	105	35%	43	120	36%	Yes		1.30	RAf	56	105	53%
13	Kingsbury Road	Kingsbury Rd	n/o	Out	42		46%	68		65%	77		64%	Yes		0.64	RAf	49		47%
13			s/o	In																
13			s/o	Out																
13	**Kingsbury Road**			**Total**	**1,807**			**1,808**			**3,509**					**1.00**		**3,509**		
14	Blessinger Road	SH-44	w/o	In	312	880	35%	336	891	38%	735	1,738	42%	Yes		0.96	RAf	705	1,724	41%
14	Blessinger Road	SH-44	w/o	Out	568		65%	555		62%	1,003		58%	Yes		1.02	RAf	1,019		59%
14	Blessinger Road	SH-44	e/o	In	574	889	65%	564	890	63%	1,031	1,764	58%	Yes		1.01	RAf	1,044	1,763	59%
14	Blessinger Road	SH-44	e/o	Out	315		35%	326		37%	733		42%	Yes		0.98	RAf	719		41%
14	Blessinger Road	Blessinger Rd	n/o	In	36	76	48%	9	22	41%	9	24	38%	Yes		4.00	DIFF	36	78	46%
14	Blessinger Road	Blessinger Rd	n/o	Out	40		52%	13		59%	15		63%	Yes		2.80	DIFF	42		54%
14	Blessinger Road	Blessinger Rd	s/o	In	4	8	50%	28	69	41%	47	118	40%	None		1.00	NONE	47	118	40%
14	Blessinger Road	Blessinger Rd	s/o	Out	4		50%	41		59%	71		60%	None		1.00	NONE	71		60%
14	**Blessinger Road**			**Total**	**1,854**			**1,872**			**3,644**					**1.01**		**3,683**		
15	Can Ada Road	SH-44	w/o	In	359	955	38%	327	896	36%	737	1,787	41%	Yes		1.06	RAf	778	1,862	42%
15	Can Ada Road	SH-44	w/o	Out	597		62%	569		64%	1,050		59%	Yes		1.03	RAf	1,084		58%
15	Can Ada Road	SH-44	e/o	In	667	1,063	63%	645	995	65%	1,135	1,801	63%	Yes		1.02	RAf	1,162	1,885	62%
15	Can Ada Road	SH-44	e/o	Out	396		37%	350		35%	666		37%	Yes		1.09	RAf	723		38%
15	Can Ada Road	Can Ada Rd	n/o	In	82	197	42%	69	190	36%	261	677	39%	Yes		1.07	RAf	279	686	41%
15	Can Ada Road	Can Ada Rd	n/o	Out	114		58%	121		64%	416		61%	Yes		0.98	RAf	407		59%
15			s/o	In																
15			s/o	Out																
15	**Can Ada Road**			**Total**	**2,214**			**2,081**			**4,265**					**1.04**		**4,433**		
16	Highbrook Way	SH-44	w/o	In	396	1,065	37%	350	995	35%	702	1,874	37%	Yes		1.08	RAf	760	1,961	39%
16	Highbrook Way	SH-44	w/o	Out	669		63%	645		65%	1,172		63%	Yes		1.02	RAf	1,201		61%
16	Highbrook Way	SH-44	e/o	In	722	1,148	63%	645	997	65%	1,172	1,874	63%	Yes		1.08	RAf	1,267	2,061	61%
16	Highbrook Way	SH-44	e/o	Out	425		37%	352		35%	702		37%	Yes		1.13	RAf	794		39%
16			n/o	In																
16			n/o	Out																
16	Highbrook Way	Highbrook Wy	s/o	In	59	142	41%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	88	212	42%
16	Highbrook Way	Highbrook Wy	s/o	Out	83		59%	0		0%	0		0%	Growth Rate	1.5%	1.49	GR	124		58%
16	**Highbrook Way**			**Total**	**2,354**			**1,992**			**3,748**					**1.13**		**4,234**		

2045 No-Build 4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
17	Star Road	SH-44	w/o	In	446	1,192	37%	373	1,031	36%	705	1,785	39%	Yes		1.13	RAf	795	1,981	40%
17	Star Road	SH-44	w/o	Out	747		63%	658		64%	1,080		61%	Yes		1.10	RAf	1,186		60%
17	Star Road	SH-44	e/o	In	706	1,199	59%	556	884	63%	613	1,542	40%	Yes		1.26	RAf	770	1,918	40%
17	Star Road	SH-44	e/o	Out	493		41%	328		37%	929		60%	Yes		1.24	RAf	1,148		60%
17	Star Road	Star Rd	n/o	In	290	620	47%	223	586	38%	363	982	37%	Yes		1.22	RAf	443	1,023	43%
17	Star Road	Star Rd	n/o	Out	330		53%	363		62%	619		63%	Yes		0.94	RAf	580		57%
17	Star Road	Star Rd	s/o	In	534	938	57%	514	832	62%	1,796	2,687	67%	Yes		1.02	RAf	1,823	2,829	64%
17	Star Road	Star Rd	s/o	Out	404		43%	318		38%	892		33%	Yes		1.13	RAf	1,006		36%
17	**Star Road**			**Total**	**3,950**			**3,333**			**6,996**					**1.11**		**7,751**		
18	N Plummer Road	SH-44	w/o	In	436	1,224	36%	474	1,332	36%	866	1,757	49%	Yes		0.95	RAf	819	1,639	50%
18	N Plummer Road	SH-44	w/o	Out	788		64%	858		64%	891		51%	Yes		0.92	RAf	820		50%
18	N Plummer Road	SH-44	e/o	In	909	1,411	64%	911	1,438	63%	1,135	1,949	58%	Yes		1.00	RAf	1,133	1,918	59%
18	N Plummer Road	SH-44	e/o	Out	502		36%	527		37%	814		42%	Yes		0.96	RAf	785		41%
18	N Plummer Road	N Plummer Rd	n/o	In	89	239	37%	90	179	50%	359	937	38%	Yes		1.00	RAf	358	1,023	35%
18	N Plummer Road	N Plummer Rd	n/o	Out	150		63%	89		50%	578		62%	Yes		1.15	RAf	665		65%
18	N Plummer Road	N Plummer Rd	s/o	In	32	58	56%	0	0	0%	0	0	0%	Growth Rate	3.0%	2.22	GR	72	128	56%
18	N Plummer Road	N Plummer Rd	s/o	Out	25		44%	0		0%	0		0%	Growth Rate	3.0%	2.21	GR	56		44%
18	**N Plummer Road**			**Total**	**2,932**			**2,949**			**4,643**					**1.01**		**4,708**		
19	SH-16	SH-44	w/o	In	508	1,422	36%	531	1,442	37%	818	1,953	42%	Yes		0.97	RAf	791	1,930	41%
19	SH-16	SH-44	w/o	Out	914		64%	911		63%	1,135		58%	Yes		1.00	RAf	1,139		59%
19	SH-16	SH-44	e/o	In	1269	1,919	66%	1,055	1,853	57%	1,386	2,641	52%	Yes		1.17	RAf	1,626	2,706	60%
19	SH-16	SH-44	e/o	Out	650		34%	798		43%	1,255		48%	Yes		0.86	RAf	1,080		40%
19	SH-16	SH-16	n/o	In	415	1,087	38%	528	1,239	43%	1,154	2,475	47%	Yes		0.88	RAf	1,011	2,284	44%
19	SH-16	SH-16	n/o	Out	672		62%	711		57%	1,321		53%	Yes		0.96	RAf	1,273		56%
19	SH-16	SH-16	s/o	In	679	1,313	52%	915	1,524	60%	2,727	5,152	53%	Yes		0.88	RAf	2,413	4,871	50%
19	SH-16	SH-16	s/o	Out	633		48%	609		40%	2,425		47%	Yes		1.01	RAf	2,458		50%
19	**SH-16**			**Total**	**5,741**			**6,058**			**12,221**					**0.96**		**11,791**		
20	Palmer Lane	SH-44	w/o	In	652	1,975	33%	798	1,853	43%	1,255	2,641	48%	Yes		0.86	RAf	1,083	2,769	39%
20	Palmer Lane	SH-44	w/o	Out	1323		67%	1,055		57%	1,386		52%	Yes		1.22	RAf	1,686		61%
20	Palmer Lane	SH-44	e/o	In	1302	1,945	67%	1,029	1,832	56%	1,222	2,374	51%	Yes		1.24	RAf	1,517	2,485	61%
20	Palmer Lane	SH-44	e/o	Out	643		33%	803		44%	1,152		49%	Yes		0.84	RAf	968		39%
20	Palmer Lane	Palmer Ln	n/o	In	23	34	66%	75	131	57%	562	1,271	44%	Yes		0.83	MRATIO	464	1,088	43%
20	Palmer Lane	Palmer Ln	n/o	Out	12		34%	56		43%	710		56%	Yes		0.88	MRATIO	624		57%
20	Palmer Lane	Palmer Ln	s/o	In	8	14	57%	26	41	63%	422	625	68%	Yes		0.92	MRATIO	387	572	68%
20	Palmer Lane	Palmer Ln	s/o	Out	6		43%	15		37%	203		32%	Yes		0.91	MRATIO	185		32%
20	**Palmer Lane**			**Total**	**3,968**			**3,857**			**6,911**					**1.00**		**6,914**		

2045 No-Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
21	Moon Valley Road	SH-44	w/o	In	658	1,947	34%	803	1,832	44%	1,152	2,374	49%	Yes		0.86	RAf	985	2,488	40%
21	Moon Valley Road	SH-44	w/o	Out	1289		66%	1,029		56%	1,222		51%	Yes		1.23	RAf	1,503		60%
21	Moon Valley Road	SH-44	e/o	In	1312	1,998	66%	1,070	1,895	56%	1,892	3,329	57%	Yes		1.16	RAf	2,187	3,456	63%
21	Moon Valley Road	SH-44	e/o	Out	686		34%	825		44%	1,437		43%	Yes		0.88	RAf	1,269		37%
21			n/o	In																
21			n/o	Out																
21	Moon Valley Road	Moon Valley Rd	s/o	In	25	46	55%	22	62	35%	238	815	29%	Yes		1.02	RAf	244	792	31%
21	Moon Valley Road	Moon Valley Rd	s/o	Out	21		45%	40		65%	577		71%	Yes		0.95	RAf	548		69%
21	**Moon Valley Road**			**Total**	**3,994**			**3,789**			**6,518**					**1.03**		**6,736**		
22	Linder Road	SH-44	w/o	In	655	1,964	33%	825	1,895	44%	1,437	3,329	43%	Yes		0.86	RAf	1,231	3,414	36%
22	Linder Road	SH-44	w/o	Out	1309		67%	1,070		56%	1,892		57%	Yes		1.15	RAf	2,183		64%
22	Linder Road	SH-44	e/o	In	1590	2,502	64%	1,723	2,923	59%	2,134	4,388	49%	Yes		0.93	RAf	1,988	3,887	51%
22	Linder Road	SH-44	e/o	Out	912		36%	1,200		41%	2,254		51%	Yes		0.84	RAf	1,899		49%
22	Linder Road	Linder Rd	n/o	In	480	890	54%	291	812	36%	1,545	3,414	45%	Yes		1.17	RAf	1,810	3,528	51%
22	Linder Road	Linder Rd	n/o	Out	410		46%	521		64%	1,869		55%	Yes		0.92	RAf	1,718		49%
22	Linder Road	Linder Rd	s/o	In	670	1,433	47%	510	1,068	48%	2,877	5,064	57%	Yes		1.08	RAf	3,102	5,572	56%
22	Linder Road	Linder Rd	s/o	Out	764		53%	558		52%	2,187		43%	Yes		1.13	RAf	2,470		44%
22	**Linder Road**			**Total**	**6,789**			**6,698**			**16,195**					**1.01**		**16,401**		
23	Park Lane	SH-44	w/o	In	923	2,576	36%	1,200	2,923	41%	2,254	4,388	51%	Yes		0.85	RAf	1,913	3,970	48%
23	Park Lane	SH-44	w/o	Out	1653		64%	1,723		59%	2,134		49%	Yes		0.96	RAf	2,057		52%
23	Park Lane	SH-44	e/o	In	1702	2,669	64%	1,746	2,984	59%	2,225	4,271	52%	Yes		0.98	RAf	2,176	3,898	56%
23	Park Lane	SH-44	e/o	Out	967		36%	1,238		41%	2,046		48%	Yes		0.84	RAf	1,722		44%
23	Park Lane	Park Ln	n/o	In	183	372	49%	164	317	52%	283	737	38%	Yes		1.08	RAf	306	808	38%
23	Park Lane	Park Ln	n/o	Out	189		51%	153		48%	454		62%	Yes		1.11	RAf	502		62%
23	Park Lane	Park Ln	s/o	In	16	29	53%	18	33	55%	193	415	47%	Yes		0.98	RAf	190	411	46%
23	Park Lane	Park Ln	s/o	Out	14		47%	15		45%	222		53%	Yes		0.99	RAf	221		54%
23	**Park Lane**			**Total**	**5,646**			**6,257**			**9,811**					**0.93**		**9,087**		
24	Fisher Parkway	SH-44	w/o	In	947	2,666	36%	1,238	2,984	41%	2,046	4,271	48%	Yes		0.83	RAf	1,698	3,894	44%
24	Fisher Parkway	SH-44	w/o	Out	1719		64%	1,746		59%	2,225		52%	Yes		0.99	RAf	2,196		56%
24	Fisher Parkway	SH-44	e/o	In	1715	2,680	64%	1,735	2,981	58%	2,127	4,165	51%	Yes		0.99	RAf	2,106	3,808	55%
24	Fisher Parkway	SH-44	e/o	Out	964		36%	1,246		42%	2,038		49%	Yes		0.84	RAf	1,702		45%
24	Fisher Parkway	Fisher Prkwy	n/o	In	70	120	58%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	104	180	58%
24	Fisher Parkway	Fisher Prkwy	n/o	Out	51		42%	0		0%	0		0%	Growth Rate	1.5%	1.49	GR	76		42%
24	Fisher Parkway	Fisher Prkwy	s/o	In	17	31	53%	57	94	61%	290	512	57%	None		1.00	NONE	290	512	57%
24	Fisher Parkway	Fisher Prkwy	s/o	Out	15		47%	37		39%	223		43%	None		1.00	NONE	223		43%
24	**Fisher Parkway**			**Total**	**5,497**			**6,059**			**8,948**					**0.94**		**8,394**		

2045 No-Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
25	Old State Street	SH-44	w/o	In	1000	2,751	36%	1,252	3,040	41%	2,028	4,174	49%	Yes		0.85	RAf	1,728	3,834	45%
25	Old State Street	SH-44	w/o	Out	1751		64%	1,788		59%	2,146		51%	Yes		0.98	RAf	2,106		55%
25	Old State Street	SH-44	e/o	In	1624	2,507	65%	1,774	2,956	60%	1,868	3,533	53%	Yes		0.92	RAf	1,714	3,037	56%
25	Old State Street	SH-44	e/o	Out	883		35%	1,182		40%	1,665		47%	Yes		0.79	RAf	1,323		44%
25	Old State Street	Old State St	n/o	In	286	562	51%	330	716	46%	587	1,244	47%	Yes		0.91	RAf	533	1,058	50%
25	Old State Street	Old State St	n/o	Out	276		49%	386		54%	657		53%	Yes		0.80	RAf	525		50%
25			s/o	In																
25			s/o	Out																
25	**Old State Street**			**Total**	**5,821**			**6,712**			**8,951**					**0.89**		**7,929**		
26	Eagle Road	SH-44	w/o	In	847	2,406	35%	1,182	2,956	40%	1,665	3,533	47%	Yes		0.77	RAf	1,282	2,930	44%
26	Eagle Road	SH-44	w/o	Out	1559		65%	1,774		60%	1,868		53%	Yes		0.88	RAf	1,648		56%
26	Eagle Road	SH-44	e/o	In	1503	2,589	58%	1,635	2,919	56%	2,147	4,311	50%	Yes		0.93	RAf	2,000	3,925	51%
26	Eagle Road	SH-44	e/o	Out	1085		42%	1,284		44%	2,164		50%	Yes		0.89	RAf	1,925		49%
26	Eagle Road	Eagle Rd	n/o	In	894	1,927	46%	1,057	2,100	50%	1,280	2,606	49%	Yes		0.86	RAf	1,103	2,419	46%
26	Eagle Road	Eagle Rd	n/o	Out	1034		54%	1,043		50%	1,326		51%	Yes		0.99	RAf	1,316		54%
26	Eagle Road	Eagle Rd	s/o	In	1906	3,379	56%	2,009	3,791	53%	2,441	4,635	53%	Yes		0.95	RAf	2,329	4,185	56%
26	Eagle Road	Eagle Rd	s/o	Out	1473		44%	1,782		47%	2,194		47%	Yes		0.85	RAf	1,856		44%
26	**Eagle Road**			**Total**	**10,301**			**11,766**			**15,085**					**0.89**		**13,459**		

2045 No-Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
1	Old Highway 30	SH-44	w/o	In	806	1,315	61%	921	1,412	65%	1,187	2,035	58%	Yes		0.89	RAf	1,059	1,929	55%
1	Old Highway 30	SH-44	w/o	Out	509		39%	491		35%	848		42%	Yes		1.03	RAf	870		45%
1	Old Highway 30	SH-44	e/o	In	413	932	44%	390	1,060	37%	703	1,929	36%	Yes		1.04	RAf	732	1,773	41%
1	Old Highway 30	SH-44	e/o	Out	519		56%	670		63%	1,226		64%	Yes		0.85	RAf	1,041		59%
1	Old Highway 30	Old Hwy 30	n/o	In	231	670	34%	156	459	34%	191	788	24%	Yes		1.43	RAf	273	1,041	26%
1	Old Highway 30	Old Hwy 30	n/o	Out	440		66%	303		66%	597		76%	Yes		1.29	RAf	768		74%
1	Old Highway 30	Old Hwy 30	s/o	In	68	117	58%	31	65	48%	920	975	94%	Yes		1.04	DIFF	957	1,030	93%
1	Old Highway 30	Old Hwy 30	s/o	Out	49		42%	34		52%	55		6%	Yes		1.33	RAf	73		7%
1	**Old Highway 30**			**Total**	**3,035**			**2,996**			**5,727**					**1.01**		**5,773**		
2	Channel Road	SH-44	w/o	In	535	960	56%	607	956	63%	1,153	1,812	64%	Yes		0.92	RAf	1,064	1,818	59%
2	Channel Road	SH-44	w/o	Out	426		44%	349		37%	659		36%	Yes		1.14	RAf	754		41%
2	Channel Road	SH-44	e/o	In	435	989	44%	340	910	37%	649	1,767	37%	Yes		1.18	RAf	767	1,864	41%
2	Channel Road	SH-44	e/o	Out	553		56%	570		63%	1,118		63%	Yes		0.98	RAf	1,097		59%
2			n/o	In																
2			n/o	Out																
2	Channel Road	Channel Rd	s/o	In	24	39	62%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.29	GR	31	50	62%
2	Channel Road	Channel Rd	s/o	Out	15		38%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	19		38%
2	**Channel Road**			**Total**	**1,988**			**1,866**			**3,579**					**1.04**		**3,732**		
3	Canyon Lane	SH-44	w/o	In	562	991	57%	570	910	63%	1,118	1,767	63%	Yes		0.99	RAf	1,108	1,867	59%
3	Canyon Lane	SH-44	w/o	Out	429		43%	340		37%	649		37%	Yes		1.17	RAf	759		41%
3	Canyon Lane	SH-44	e/o	In	426	984	43%	340	910	37%	649	1,767	37%	Yes		1.16	RAf	756	1,860	41%
3	Canyon Lane	SH-44	e/o	Out	559		57%	570		63%	1,118		63%	Yes		0.99	RAf	1,104		59%
3	Canyon Lane	Canyon Ln	n/o	In	17	33	50%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.32	GR	22	44	50%
3	Canyon Lane	Canyon Ln	n/o	Out	17		50%	0		0%	0		0%	Growth Rate	1.0%	1.32	GR	22		50%
3			s/o	In																
3			s/o	Out																
3	**Canyon Lane**			**Total**	**2,009**			**1,820**			**3,534**					**1.07**		**3,771**		
4	Emmett Road	SH-44	w/o	In	571	1,023	56%	564	903	62%	1,110	1,757	63%	Yes		1.01	RAf	1,119	1,906	59%
4	Emmett Road	SH-44	w/o	Out	452		44%	339		38%	647		37%	Yes		1.22	RAf	787		41%
4	Emmett Road	SH-44	e/o	In	474	989	48%	331	810	41%	589	1,597	37%	Yes		1.30	RAf	763	1,817	42%
4	Emmett Road	SH-44	e/o	Out	515		52%	479		59%	1,008		63%	Yes		1.05	RAf	1,054		58%
4	Emmett Road	Emmett Rd	n/o	In	115	308	37%	104	285	36%	169	388	44%	Yes		1.08	RAf	182	414	44%
4	Emmett Road	Emmett Rd	n/o	Out	193		63%	181		64%	219		56%	Yes		1.06	RAf	232		56%
4			s/o	In																
4			s/o	Out																
4	**Emmett Road**			**Total**	**2,320**			**1,998**			**3,742**					**1.11**		**4,137**		

2045 No-Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
5	Hartley Lane	SH-44	w/o	In	502	997	50%	479	810	59%	1,003	1,589	63%	Yes		1.03	RAf	1,032	1,817	57%
5	Hartley Lane	SH-44	w/o	Out	494		50%	331		41%	586		37%	Yes		1.34	RAf	785		43%
5	Hartley Lane	SH-44	e/o	In	557	1,026	54%	328	804	41%	586	1,589	37%	Yes		1.48	RAf	866	1,861	47%
5	Hartley Lane	SH-44	e/o	Out	469		46%	476		59%	1,003		63%	Yes		0.99	RAf	995		53%
5	Hartley Lane	Hartley Ln	n/o	In	113	320	35%	0	0	0%	0	0	0%	Growth Rate	2.0%	1.71	GR	192	547	35%
5	Hartley Lane	Hartley Ln	n/o	Out	208		65%	0		0%	0		0%	Growth Rate	2.0%	1.71	GR	355		65%
5			s/o	In																
5			s/o	Out																
5	**Hartley Lane**			**Total**	**2,343**			**1,614**			**3,178**					**1.33**		**4,225**		
6	Cemetery Road	SH-44	w/o	In	494	1,072	46%	475	804	59%	1,003	1,589	63%	Yes		1.02	RAf	1,027	1,917	54%
6	Cemetery Road	SH-44	w/o	Out	578		54%	329		41%	586		37%	Yes		1.52	RAf	890		46%
6	Cemetery Road	SH-44	e/o	In	660	1,174	56%	421	859	49%	522	1,257	42%	Yes		1.50	RAf	784	1,610	49%
6	Cemetery Road	SH-44	e/o	Out	514		44%	438		51%	735		58%	Yes		1.12	RAf	826		51%
6	Cemetery Road	Cemetery Rd	n/o	In	115	291	40%	153	441	35%	220	561	39%	Yes		0.80	RAf	177	397	45%
6	Cemetery Road	Cemetery Rd	n/o	Out	176		60%	288		65%	341		61%	Yes		0.65	RAf	220		55%
6	Cemetery Road	Cemetery Rd	s/o	In	1	2	50%	77	149	52%	232	556	42%	None		1.00	NONE	232	556	42%
6	Cemetery Road	Cemetery Rd	s/o	Out	1		50%	72		48%	324		58%	None		1.00	NONE	324		58%
6	**Cemetery Road**			**Total**	**2,539**			**2,253**			**3,963**					**1.13**		**4,480**		
7	Hawthorne Drive	SH-44	w/o	In	566	1,226	46%	449	916	49%	718	1,260	57%	Yes		1.19	RAf	857	1,606	53%
7	Hawthorne Drive	SH-44	w/o	Out	660		54%	467		51%	542		43%	Yes		1.38	RAf	749		47%
7	Hawthorne Drive	SH-44	e/o	In	741	1,307	57%	460	905	51%	554	1,143	48%	Yes		1.55	RAf	859	1,585	54%
7	Hawthorne Drive	SH-44	e/o	Out	567		43%	445		49%	589		52%	Yes		1.23	RAf	726		46%
7	Hawthorne Drive	Hawthorne Dr	n/o	In	74	215	35%	31	83	37%	41	111	37%	Yes		2.05	DIFF	84	242	35%
7	Hawthorne Drive	Hawthorne Dr	n/o	Out	140		65%	52		63%	70		63%	Yes		2.26	DIFF	158		65%
7	Hawthorne Drive	Hawthorne Dr	s/o	In	34	81	42%	103	183	56%	167	423	39%	None		1.00	NONE	167	423	39%
7	Hawthorne Drive	Hawthorne Dr	s/o	Out	47		58%	80		44%	256		61%	None		1.00	NONE	256		61%
7	**Hawthorne Drive**			**Total**	**2,828**			**2,087**			**2,937**					**1.31**		**3,856**		
8	Dewey Avenue	SH-44	w/o	In	551	1,304	42%	420	865	49%	528	1,055	50%	Yes		1.27	RAf	673	1,532	44%
8	Dewey Avenue	SH-44	w/o	Out	753		58%	445		51%	527		50%	Yes		1.63	RAf	859		56%
8	Dewey Avenue	SH-44	e/o	In	779	1,317	59%	511	974	52%	558	1,115	50%	Yes		1.50	RAf	838	1,476	57%
8	Dewey Avenue	SH-44	e/o	Out	538		41%	463		48%	557		50%	Yes		1.15	RAf	638		43%
8	Dewey Avenue	Dewey Ave	n/o	In	34	92	36%	59	150	39%	32	70	46%	Yes		0.56	RATIO	18	43	42%
8	Dewey Avenue	Dewey Ave	n/o	Out	59		64%	91		61%	38		54%	Yes		0.66	RATIO	25		58%
8	Dewey Avenue	Dewey Ave	s/o	In	20	55	37%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.29	GR	26	71	37%
8	Dewey Avenue	Dewey Ave	s/o	Out	35		63%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	45		63%
8	**Dewey Avenue**			**Total**	**2,769**			**1,989**			**2,240**					**1.39**		**3,122**		

2045 No-Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
9	S Middleton Road	SH-44	w/o	In	535	1,291	41%	463	974	48%	557	1,115	50%	Yes		1.14	RAf	635	1,449	44%
9	S Middleton Road	SH-44	w/o	Out	756		59%	511		52%	558		50%	Yes		1.46	RAf	814		56%
9	S Middleton Road	SH-44	e/o	In	612	1,304	47%	409	886	46%	588	1,163	51%	Yes		1.40	RAf	822	1,631	50%
9	S Middleton Road	SH-44	e/o	Out	692		53%	477		54%	575		49%	Yes		1.41	RAf	809		50%
9			n/o	In																
9			n/o	Out																
9	S Middleton Road	S Middleton Rd	s/o	In	653	1,005	65%	404	692	58%	64	112	57%	None		1.00	NONE	64	112	57%
9	S Middleton Road	S Middleton Rd	s/o	Out	352		35%	288		42%	48		43%	None		1.00	NONE	48		43%
9	**S Middleton Road**			**Total**	**3,600**			**2,552**			**2,390**					**1.34**		**3,192**		
10	N Middleton Road	SH-44	w/o	In	731	1,405	52%	477	886	54%	575	1,163	49%	Yes		1.48	RAf	851	1,745	49%
10	N Middleton Road	SH-44	w/o	Out	674		48%	409		46%	588		51%	Yes		1.52	RAf	894		51%
10	N Middleton Road	SH-44	e/o	In	586	1,075	54%	403	794	51%	754	1,447	52%	Yes		1.30	RAf	980	1,794	55%
10	N Middleton Road	SH-44	e/o	Out	490		46%	391		49%	693		48%	Yes		1.17	RAf	814		45%
10	N Middleton Road	N Middleton Rd	n/o	In	169	491	34%	191	557	34%	330	898	37%	Yes		0.92	RAf	304	820	37%
10	N Middleton Road	N Middleton Rd	n/o	Out	322		66%	366		66%	568		63%	Yes		0.91	RAf	516		63%
10	N Middleton Road	N Middleton Rd	s/o	In	3	5	60%	113	131	86%	587	1,016	58%	None		1.00	NONE	587	1,016	58%
10	N Middleton Road	N Middleton Rd	s/o	Out	2		40%	18		14%	429		42%	None		1.00	NONE	429		42%
10	**N Middleton Road**			**Total**	**2,976**			**2,368**			**4,524**					**1.19**		**5,375**		
11	Duff Lane	SH-44	w/o	In	419	1,000	42%	391	794	49%	693	1,447	48%	Yes		1.05	RAf	727	1,702	43%
11	Duff Lane	SH-44	w/o	Out	582		58%	403		51%	754		52%	Yes		1.29	RAf	975		57%
11	Duff Lane	SH-44	e/o	In	600	955	63%	426	765	56%	854	1,643	52%	Yes		1.26	RAf	1,072	1,882	57%
11	Duff Lane	SH-44	e/o	Out	355		37%	339		44%	789		48%	Yes		1.03	RAf	810		43%
11	Duff Lane	Duff Ln	n/o	In	75	227	33%	52	166	31%	293	536	55%	Yes		1.11	RAf	326	616	53%
11	Duff Lane	Duff Ln	n/o	Out	151		67%	114		69%	243		45%	Yes		1.19	RAf	290		47%
11	Duff Lane	Duff Ln	s/o	In	18	43	41%	19	51	37%	38	110	35%	Yes		0.97	RAf	37	100	37%
11	Duff Lane	Duff Ln	s/o	Out	25		59%	32		63%	72		65%	Yes		0.88	RAf	63		63%
11	**Duff Lane**			**Total**	**2,225**			**1,776**			**3,736**					**1.15**		**4,300**		
12	Lansing Lane	SH-44	w/o	In	352	950	37%	318	727	44%	730	1,549	47%	Yes		1.06	RAf	774	1,831	42%
12	Lansing Lane	SH-44	w/o	Out	599		63%	409		56%	819		53%	Yes		1.29	RAf	1,057		58%
12	Lansing Lane	SH-44	e/o	In	661	984	67%	549	889	62%	1,004	1,777	56%	Yes		1.14	RAf	1,142	1,892	60%
12	Lansing Lane	SH-44	e/o	Out	322		33%	340		38%	773		44%	Yes		0.97	RAf	750		40%
12	Lansing Lane	Lansing Ln	n/o	In	68	207	33%	94	296	32%	145	418	35%	Yes		0.79	RAf	115	317	36%
12	Lansing Lane	Lansing Ln	n/o	Out	139		67%	202		68%	273		65%	Yes		0.74	RAf	202		64%
12	Lansing Lane	Lansing Ln	s/o	In	21	65	33%	11	32	34%	16	49	33%	Yes		1.75	RAf	28	84	33%
12	Lansing Lane	Lansing Ln	s/o	Out	44		67%	21		66%	33		67%	Yes		1.70	DIFF	56		67%
12	**Lansing Lane**			**Total**	**2,205**			**1,944**			**3,793**					**1.09**		**4,124**		

2045 No-Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
13	Kingsbury Road	SH-44	w/o	In	322	990	33%	340	889	38%	773	1,777	44%	Yes		0.97	RAf	750	1,900	39%
13	Kingsbury Road	SH-44	w/o	Out	668		67%	549		62%	1,004		56%	Yes		1.15	RAf	1,150		61%
13	Kingsbury Road	SH-44	e/o	In	685	1,020	67%	608	974	62%	1,068	1,868	57%	Yes		1.09	RAf	1,162	1,923	60%
13	Kingsbury Road	SH-44	e/o	Out	335		33%	366		38%	800		43%	Yes		0.95	RAf	761		40%
13	Kingsbury Road	Kingsbury Rd	n/o	In	44	91	48%	40	113	35%	46	128	36%	Yes		1.09	RAf	50	105	48%
13	Kingsbury Road	Kingsbury Rd	n/o	Out	48		52%	73		65%	82		64%	Yes		0.67	RAf	55		52%
13			s/o	In																
13			s/o	Out																
13	**Kingsbury Road**			**Total**	**2,101**			**1,976**			**3,773**					**1.04**		**3,928**		
14	Blessinger Road	SH-44	w/o	In	345	1,025	34%	366	974	38%	800	1,868	43%	Yes		0.97	RAf	774	1,930	40%
14	Blessinger Road	SH-44	w/o	Out	680		66%	608		62%	1,068		57%	Yes		1.08	RAf	1,156		60%
14	Blessinger Road	SH-44	e/o	In	697	1,042	67%	615	970	63%	1,094	1,890	58%	Yes		1.09	RAf	1,194	1,978	60%
14	Blessinger Road	SH-44	e/o	Out	345		33%	355		37%	796		42%	Yes		0.98	RAf	784		40%
14	Blessinger Road	Blessinger Rd	n/o	In	31	78	40%	11	25	44%	11	27	41%	Yes		2.82	DIFF	31	80	39%
14	Blessinger Road	Blessinger Rd	n/o	Out	47		60%	14		56%	16		59%	Yes		3.06	DIFF	49		61%
14	Blessinger Road	Blessinger Rd	s/o	In	5	12	42%	30	74	41%	50	125	40%	None		1.00	NONE	50	125	40%
14	Blessinger Road	Blessinger Rd	s/o	Out	7		58%	44		59%	75		60%	None		1.00	NONE	75		60%
14	**Blessinger Road**			**Total**	**2,158**			**2,043**			**3,910**					**1.05**		**4,113**		
15	Can Ada Road	SH-44	w/o	In	340	1,045	33%	356	976	36%	800	1,914	42%	Yes		0.98	RAf	780	1,998	39%
15	Can Ada Road	SH-44	w/o	Out	705		67%	620		64%	1,114		58%	Yes		1.09	RAf	1,218		61%
15	Can Ada Road	SH-44	e/o	In	776	1,141	68%	701	1,083	65%	1,185	1,882	63%	Yes		1.08	RAf	1,276	1,952	65%
15	Can Ada Road	SH-44	e/o	Out	365		32%	382		35%	697		37%	Yes		0.97	RAf	676		35%
15	Can Ada Road	Can Ada Rd	n/o	In	72	190	38%	78	210	37%	294	763	39%	Yes		0.97	RAf	286	737	39%
15	Can Ada Road	Can Ada Rd	n/o	Out	119		62%	132		63%	469		61%	Yes		0.96	RAf	451		61%
15			s/o	In																
15			s/o	Out																
15	**Can Ada Road**			**Total**	**2,376**			**2,269**			**4,559**					**1.03**		**4,687**		
16	Highbrook Way	SH-44	w/o	In	365	1,136	32%	382	1,083	35%	729	1,950	37%	Yes		0.97	RAf	708	2,014	35%
16	Highbrook Way	SH-44	w/o	Out	771		68%	701		65%	1,221		63%	Yes		1.07	RAf	1,306		65%
16	Highbrook Way	SH-44	e/o	In	831	1,248	67%	701	1,085	65%	1,221	1,950	63%	Yes		1.13	RAf	1,379	2,149	64%
16	Highbrook Way	SH-44	e/o	Out	417		33%	384		35%	729		37%	Yes		1.06	RAf	770		36%
16			n/o	In																
16			n/o	Out																
16	Highbrook Way	Highbrook Wy	s/o	In	84	175	48%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	126	262	48%
16	Highbrook Way	Highbrook Wy	s/o	Out	91		52%	0		0%	0		0%	Growth Rate	1.5%	1.49	GR	136		52%
16	**Highbrook Way**			**Total**	**2,559**			**2,168**			**3,900**					**1.13**		**4,425**		

2045 No-Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
17	Star Road	SH-44	w/o	In	424	1,251	34%	403	1,098	37%	711	1,825	39%	Yes		1.04	RAf	737	2,008	37%
17	Star Road	SH-44	w/o	Out	827		66%	695		63%	1,114		61%	Yes		1.14	RAf	1,271		63%
17	Star Road	SH-44	e/o	In	785	1,250	63%	576	930	62%	640	1,621	39%	Yes		1.34	RAf	860	1,988	43%
17	Star Road	SH-44	e/o	Out	465		37%	354		38%	981		61%	Yes		1.15	RAf	1,128		57%
17	Star Road	Star Rd	n/o	In	252	626	40%	236	615	38%	386	1,046	37%	Yes		1.05	RAf	406	1,060	38%
17	Star Road	Star Rd	n/o	Out	374		60%	379		62%	660		63%	Yes		0.99	RAf	654		62%
17	Star Road	Star Rd	s/o	In	580	957	61%	549	886	62%	1,921	2,873	67%	Yes		1.02	RAf	1,964	2,968	66%
17	Star Road	Star Rd	s/o	Out	377		39%	337		38%	951		33%	Yes		1.06	RAf	1,004		34%
17	**Star Road**			**Total**	**4,084**			**3,529**			**7,365**					**1.09**		**8,024**		
18	N Plummer Road	SH-44	w/o	In	399	1,265	32%	513	1,411	36%	898	1,820	49%	Yes		0.85	RAf	760	1,650	46%
18	N Plummer Road	SH-44	w/o	Out	866		68%	898		64%	922		51%	Yes		0.97	RAf	890		54%
18	N Plummer Road	SH-44	e/o	In	979	1,425	69%	973	1,539	63%	1,165	1,955	60%	Yes		1.01	RAf	1,172	1,826	64%
18	N Plummer Road	SH-44	e/o	Out	447		31%	566		37%	790		40%	Yes		0.83	RAf	654		36%
18	N Plummer Road	N Plummer Rd	n/o	In	72	214	34%	92	205	45%	351	970	36%	Yes		0.92	RAf	324	984	33%
18	N Plummer Road	N Plummer Rd	n/o	Out	142		66%	113		55%	619		64%	Yes		1.07	RAf	660		67%
18	N Plummer Road	N Plummer Rd	s/o	In	26	48	55%	0	0	0%	0	0	0%	Growth Rate	3.0%	2.24	GR	59	106	56%
18	N Plummer Road	N Plummer Rd	s/o	Out	21		45%	0		0%	0		0%	Growth Rate	3.0%	2.21	GR	47		44%
18	**N Plummer Road**			**Total**	**2,952**			**3,155**			**4,745**					**0.96**		**4,566**		
19	SH-16	SH-44	w/o	In	486	1,468	33%	571	1,544	37%	796	1,961	41%	Yes		0.88	RAf	699	1,874	37%
19	SH-16	SH-44	w/o	Out	982		67%	973		63%	1,165		59%	Yes		1.01	RAf	1,175		63%
19	SH-16	SH-44	e/o	In	1,402	2,043	69%	1,076	1,929	56%	1,452	2,731	53%	Yes		1.25	RAf	1,820	2,852	64%
19	SH-16	SH-44	e/o	Out	641		31%	853		44%	1,279		47%	Yes		0.81	RAf	1,032		36%
19	SH-16	SH-16	n/o	In	408	1,160	35%	551	1,291	43%	1,145	2,505	46%	Yes		0.84	RAf	965	2,340	41%
19	SH-16	SH-16	n/o	Out	752		65%	740		57%	1,360		54%	Yes		1.01	RAf	1,375		59%
19	SH-16	SH-16	s/o	In	741	1,402	53%	1,025	1,682	61%	2,789	5,223	53%	Yes		0.87	RAf	2,416	4,856	50%
19	SH-16	SH-16	s/o	Out	661		47%	657		39%	2,434		47%	Yes		1.00	RAf	2,440		50%
19	**SH-16**			**Total**	**6,073**			**6,446**			**12,420**					**0.96**		**11,922**		
20	Palmer Lane	SH-44	w/o	In	683	2,143	32%	853	1,929	44%	1,279	2,731	47%	Yes		0.85	RAf	1,081	2,967	36%
20	Palmer Lane	SH-44	w/o	Out	1,460		68%	1,076		56%	1,452		53%	Yes		1.30	RAf	1,886		64%
20	Palmer Lane	SH-44	e/o	In	1,430	2,109	68%	1,047	1,902	55%	1,316	2,458	54%	Yes		1.32	RAf	1,739	2,682	65%
20	Palmer Lane	SH-44	e/o	Out	678		32%	855		45%	1,142		46%	Yes		0.83	RAf	943		35%
20	Palmer Lane	Palmer Ln	n/o	In	35	47	75%	70	123	57%	552	1,294	43%	Yes		0.91	RAf	503	1,165	43%
20	Palmer Lane	Palmer Ln	n/o	Out	12		25%	53		43%	741		57%	Yes		0.89	MRATIO	662		57%
20	Palmer Lane	Palmer Ln	s/o	In	6	12	50%	29	44	66%	464	725	64%	Yes		0.90	MRATIO	419	662	63%
20	Palmer Lane	Palmer Ln	s/o	Out	6		50%	15		34%	261		36%	Yes		0.93	MRATIO	243		37%
20	**Palmer Lane**			**Total**	**4,311**			**3,998**			**7,208**					**1.04**		**7,476**		

2045 No-Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
21	Moon Valley Road	SH-44	w/o	In	649	2,067	31%	855	1,902	45%	1,142	2,458	46%	Yes		0.80	RAf	910	2,635	35%
21	Moon Valley Road	SH-44	w/o	Out	1,418		69%	1,047		55%	1,316		54%	Yes		1.31	RAf	1,725		65%
21	Moon Valley Road	SH-44	e/o	In	1,448	2,123	68%	1,089	1,967	55%	2,045	3,551	58%	Yes		1.22	RAf	2,488	3,750	66%
21	Moon Valley Road	SH-44	e/o	Out	676		32%	878		45%	1,506		42%	Yes		0.84	RAf	1,262		34%
21			n/o	In																
21			n/o	Out																
21	Moon Valley Road	Moon Valley Rd	s/o	In	26	57	47%	23	65	35%	303	932	33%	Yes		1.02	RAf	309	921	34%
21	Moon Valley Road	Moon Valley Rd	s/o	Out	30		53%	42		65%	628		67%	Yes		0.97	RAf	612		66%
21	**Moon Valley Road**			**Total**	**4,247**			**3,934**			**6,941**					**1.05**		**7,306**		
22	Linder Road	SH-44	w/o	In	683	2,150	32%	878	1,967	45%	1,506	3,551	42%	Yes		0.84	RAf	1,271	3,782	34%
22	Linder Road	SH-44	w/o	Out	1,467		68%	1,089		55%	2,045		58%	Yes		1.23	RAf	2,511		66%
22	Linder Road	SH-44	e/o	In	1,912	2,833	67%	1,796	3,071	58%	2,200	4,469	49%	Yes		1.06	RAf	2,327	4,165	56%
22	Linder Road	SH-44	e/o	Out	921		33%	1,275		42%	2,269		51%	Yes		0.81	RAf	1,838		44%
22	Linder Road	Linder Rd	n/o	In	424	878	48%	304	863	35%	1,583	3,553	45%	Yes		1.11	RAf	1,752	3,580	49%
22	Linder Road	Linder Rd	n/o	Out	454		52%	559		65%	1,970		55%	Yes		0.93	RAf	1,828		51%
22	Linder Road	Linder Rd	s/o	In	667	1,510	44%	540	1,136	48%	3,015	5,254	57%	Yes		1.06	RAf	3,194	5,771	55%
22	Linder Road	Linder Rd	s/o	Out	843		56%	596		52%	2,239		43%	Yes		1.15	RAf	2,577		45%
22	**Linder Road**			**Total**	**7,371**			**7,037**			**16,827**					**1.03**		**17,298**		
23	Park Lane	SH-44	w/o	In	957	2,860	33%	1,275	3,071	42%	2,269	4,469	51%	Yes		0.83	RAf	1,882	4,198	45%
23	Park Lane	SH-44	w/o	Out	1,902		67%	1,796		58%	2,200		49%	Yes		1.05	RAf	2,316		55%
23	Park Lane	SH-44	e/o	In	1,953	2,935	67%	1,897	3,194	59%	2,292	4,309	53%	Yes		1.03	RAf	2,353	3,999	59%
23	Park Lane	SH-44	e/o	Out	982		33%	1,297		41%	2,017		47%	Yes		0.82	RAf	1,646		41%
23	Park Lane	Park Ln	n/o	In	178	385	46%	166	413	40%	290	805	36%	Yes		1.05	RAf	305	770	40%
23	Park Lane	Park Ln	n/o	Out	207		54%	247		60%	515		64%	Yes		0.90	RAf	465		60%
23	Park Lane	Park Ln	s/o	In	15	27	54%	18	33	55%	192	417	46%	Yes		0.98	RAf	188	410	46%
23	Park Lane	Park Ln	s/o	Out	13		46%	15		45%	225		54%	Yes		0.99	RAf	222		54%
23	**Park Lane**			**Total**	**6,207**			**6,711**			**10,001**					**0.94**		**9,377**		
24	Fisher Parkway	SH-44	w/o	In	965	2,932	33%	1,297	3,194	41%	2,017	4,309	47%	Yes		0.81	RAf	1,626	3,994	41%
24	Fisher Parkway	SH-44	w/o	Out	1,967		67%	1,897		59%	2,292		53%	Yes		1.03	RAf	2,368		59%
24	Fisher Parkway	SH-44	e/o	In	1,965	2,949	67%	1,885	3,191	59%	2,188	4,199	52%	Yes		1.04	RAf	2,274	3,907	58%
24	Fisher Parkway	SH-44	e/o	Out	984		33%	1,306		41%	2,011		48%	Yes		0.81	RAf	1,633		42%
24	Fisher Parkway	Fisher Prkwy	n/o	In	73	130	56%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	110	195	56%
24	Fisher Parkway	Fisher Prkwy	n/o	Out	57		44%	0		0%	0		0%	Growth Rate	1.5%	1.50	GR	85		44%
24	Fisher Parkway	Fisher Prkwy	s/o	In	12	20	60%	54	88	61%	285	495	58%	None		1.00	NONE	285	495	58%
24	Fisher Parkway	Fisher Prkwy	s/o	Out	8		40%	34		39%	210		42%	None		1.00	NONE	210		42%
24	**Fisher Parkway**			**Total**	**6,031**			**6,473**			**9,003**					**0.95**		**8,591**		

2045 No-Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (No-Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
25	Old State Street	SH-44	w/o	In	971	2,956	33%	1,312	3,251	40%	2,001	4,211	48%	Yes		0.80	RAf	1,602	3,860	42%
25	Old State Street	SH-44	w/o	Out	1,984		67%	1,939		60%	2,210		52%	Yes		1.02	RAf	2,258		58%
25	Old State Street	SH-44	e/o	In	1,813	2,687	67%	1,868	3,099	60%	2,002	3,667	55%	Yes		0.97	RAf	1,945	3,207	61%
25	Old State Street	SH-44	e/o	Out	874		33%	1,231		40%	1,665		45%	Yes		0.76	RAf	1,262		39%
25	Old State Street	Old State St	n/o	In	305	536	57%	392	793	49%	587	1,299	45%	Yes		0.83	RAf	486	991	49%
25	Old State Street	Old State St	n/o	Out	231		43%	401		51%	712		55%	Yes		0.71	RAf	505		51%
25			s/o	In																
25			s/o	Out																
25	**Old State Street**			**Total**	**6,181**			**7,143**			**9,177**					**0.88**		**8,058**		
26	Eagle Road	SH-44	w/o	In	899	2,588	35%	1,231	3,099	40%	1,665	3,667	45%	Yes		0.77	RAf	1,290	3,107	42%
26	Eagle Road	SH-44	w/o	Out	1,689		65%	1,868		60%	2,002		55%	Yes		0.91	RAf	1,817		58%
26	Eagle Road	SH-44	e/o	In	1,570	2,727	58%	1,718	3,056	56%	2,217	4,391	50%	Yes		0.93	RAf	2,053	4,011	51%
26	Eagle Road	SH-44	e/o	Out	1,157		42%	1,338		44%	2,174		50%	Yes		0.90	RAf	1,958		49%
26	Eagle Road	Eagle Rd	n/o	In	811	1,804	45%	1,033	2,095	49%	1,250	2,599	48%	Yes		0.81	RAf	1,009	2,282	44%
26	Eagle Road	Eagle Rd	n/o	Out	993		55%	1,062		51%	1,349		52%	Yes		0.94	RAf	1,273		56%
26	Eagle Road	Eagle Rd	s/o	In	1,986	3,412	58%	2,094	3,902	54%	2,563	4,750	54%	Yes		0.95	RAf	2,445	4,217	58%
26	Eagle Road	Eagle Rd	s/o	Out	1,426		42%	1,808		46%	2,187		46%	Yes		0.81	RAf	1,772		42%
26	**Eagle Road**			**Total**	**10,531**			**12,152**			**15,407**					**0.88**		**13,617**		

2045 Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
1	Old Highway 30	SH-44	w/o	In	417	1,286	32%	339	1,035	33%	618	1,945	32%	Yes		1.16	RAf	714	2,256	32%
1	Old Highway 30	SH-44	w/o	Out	870		68%	696		67%	1,327		68%	Yes		1.16	RAf	1,542		68%
1	Old Highway 30	SH-44	e/o	In	594	925	64%	499	779	64%	1,124	1,688	67%	Yes		1.11	RAf	1,246	1,874	66%
1	Old Highway 30	SH-44	e/o	Out	331		36%	280		36%	564		33%	Yes		1.11	RAf	628		34%
1	Old Highway 30	Old Hwy 30	n/o	In	372	580	64%	236	365	65%	334	483	69%	Yes		1.47	RAf	490	724	68%
1	Old Highway 30	Old Hwy 30	n/o	Out	209		36%	129		35%	149		31%	Yes		1.57	RAf	234		32%
1	Old Highway 30	Old Hwy 30	s/o	In	70	113	62%	48	65	74%	60	161	37%	Yes		1.40	RAf	84	211	40%
1	Old Highway 30	Old Hwy 30	s/o	Out	43		38%	17		26%	101		63%	Yes		1.26	DIFF	127		60%
1	**Old Highway 30**			**Total**	**2,904**			**2,244**			**4,277**					**1.18**		**5,065**		
2	Channel Road	SH-44	w/o	In	417	938	44%	267	717	37%	559	1,639	34%	Yes		1.34	RAf	748	1,920	39%
2	Channel Road	SH-44	w/o	Out	521		56%	450		63%	1,080		66%	Yes		1.09	RAf	1,172		61%
2	Channel Road	SH-44	e/o	In	518	942	55%	419	691	61%	1,057	1,623	65%	Yes		1.12	RAf	1,186	1,944	61%
2	Channel Road	SH-44	e/o	Out	424		45%	272		39%	566		35%	Yes		1.34	RAf	758		39%
2			n/o	In																
2			n/o	Out																
2	Channel Road	Channel Rd	s/o	In	16	21	75%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.28	GR	20	27	74%
2	Channel Road	Channel Rd	s/o	Out	5		25%	0		0%	0		0%	Growth Rate	1.0%	1.34	GR	7		26%
2	**Channel Road**			**Total**	**1,820**			**1,408**			**3,262**					**1.19**		**3,891**		
3	Canyon Lane	SH-44	w/o	In	417	910	46%	272	691	39%	566	1,623	35%	Yes		1.32	RAf	749	1,904	39%
3	Canyon Lane	SH-44	w/o	Out	494		54%	419		61%	1,057		65%	Yes		1.09	RAf	1,155		61%
3	Canyon Lane	SH-44	e/o	In	480	902	53%	419	691	61%	1,057	1,623	65%	Yes		1.08	RAf	1,137	1,892	60%
3	Canyon Lane	SH-44	e/o	Out	422		47%	272		39%	566		35%	Yes		1.33	RAf	755		40%
3	Canyon Lane	Canyon Ln	n/o	In	27	35	76%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.33	GR	36	47	77%
3	Canyon Lane	Canyon Ln	n/o	Out	8		24%	0		0%	0		0%	Growth Rate	1.0%	1.32	GR	11		23%
3			s/o	In																
3			s/o	Out																
3	**Canyon Lane**			**Total**	**1,848**			**1,382**			**3,246**					**1.18**		**3,843**		
4	Emmett Road	SH-44	w/o	In	418	918	46%	274	688	40%	179	313	57%	Yes		1.66	RAf	298	489	61%
4	Emmett Road	SH-44	w/o	Out	500		54%	414		60%	134		43%	Yes		1.43	RAf	191		39%
4	Emmett Road	SH-44	e/o	In	524	889	59%	433	679	64%	59	189	31%	Yes		1.88	RAf	111	332	33%
4	Emmett Road	SH-44	e/o	Out	365		41%	246		36%	130		69%	Yes		1.70	RAf	221		67%
4	Emmett Road	Emmett Rd	n/o	In	203	481	42%	142	331	43%	209	431	48%	Yes		1.34	RAf	280	599	47%
4	Emmett Road	Emmett Rd	n/o	Out	279		58%	189		57%	222		52%	Yes		1.44	RAf	319		53%
4	Emmett Road	Emmett Rd	s/o	In	0	0	0%	0	0	0%	111	168	66%	None		1.00	NONE	111	168	66%
4	Emmett Road	Emmett Rd	s/o	Out	0		0%	0		0%	57		34%	None		1.00	NONE	57		34%
4	**Emmett Road**			**Total**	**2,288**			**1,698**			**1,101**					**1.44**		**1,588**		

2045 Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
5	Hartley Lane	SH-44	w/o	In	311	785	40%	246	679	36%	130	189	69%	Yes		1.38	RAf	180	263	68%
5	Hartley Lane	SH-44	w/o	Out	474		60%	433		64%	59		31%	Yes		1.41	RAf	83		32%
5	Hartley Lane	SH-44	e/o	In	455	834	55%	430	675	64%	55	183	30%	Yes		1.25	RAf	69	299	23%
5	Hartley Lane	SH-44	e/o	Out	379		45%	245		36%	128		70%	Yes		1.80	RAf	230		77%
5	Hartley Lane	Hartley Ln	n/o	In	156	224	70%	0	0	0%	0	0	0%	Growth Rate	2.0%	1.71	GR	266	383	69%
5	Hartley Lane	Hartley Ln	n/o	Out	68		30%	0		0%	0		0%	Growth Rate	2.0%	1.71	GR	117		31%
5			s/o	In																
5			s/o	Out																
5	**Hartley Lane**			**Total**	**1,843**			**1,354**			**372**					**2.54**		**945**		
6	Cemetery Road	SH-44	w/o	In	403	867	47%	245	675	36%	57	74	77%	Yes		2.72	RAf	155	190	82%
6	Cemetery Road	SH-44	w/o	Out	464		53%	430		64%	17		23%	Yes		2.06	RAf	35		18%
6	Cemetery Road	SH-44	e/o	In	442	927	48%	445	734	61%	89	312	29%	Yes		0.99	RATIO	88	486	18%
6	Cemetery Road	SH-44	e/o	Out	486		52%	289		39%	223		71%	Yes		1.78	RAf	398		82%
6	Cemetery Road	Cemetery Rd	n/o	In	193	283	68%	280	390	72%	289	439	66%	Yes		0.70	RAf	201	328	61%
6	Cemetery Road	Cemetery Rd	n/o	Out	89		32%	110		28%	150		34%	Yes		0.85	RAf	127		39%
6	Cemetery Road	Cemetery Rd	s/o	In	1	2	50%	50	242	21%	159	366	43%	None		1.00	NONE	159	366	43%
6	Cemetery Road	Cemetery Rd	s/o	Out	1		50%	192		79%	207		57%	None		1.00	NONE	207		57%
6	**Cemetery Road**			**Total**	**2,079**			**2,041**			**1,191**					**1.15**		**1,370**		
7	Hawthorne Drive	SH-44	w/o	In	449	973	46%	325	766	42%	256	338	76%	Yes		1.43	RAf	367	498	74%
7	Hawthorne Drive	SH-44	w/o	Out	523		54%	441		58%	82		24%	Yes		1.60	RAf	131		26%
7	Hawthorne Drive	SH-44	e/o	In	529	981	54%	434	760	57%	147	540	27%	Yes		1.44	RAf	211	741	28%
7	Hawthorne Drive	SH-44	e/o	Out	452		46%	326		43%	393		73%	Yes		1.35	RAf	530		72%
7	Hawthorne Drive	Hawthorne Dr	n/o	In	69	141	49%	43	61	70%	56	79	71%	Yes		1.52	RAf	85	162	52%
7	Hawthorne Drive	Hawthorne Dr	n/o	Out	72		51%	18		30%	23		29%	Yes		3.35	DIFF	77		48%
7	Hawthorne Drive	Hawthorne Dr	s/o	In	16	33	50%	53	123	43%	193	371	52%	None		1.00	NONE	193	371	52%
7	Hawthorne Drive	Hawthorne Dr	s/o	Out	16		50%	70		57%	179		48%	None		1.00	NONE	179		48%
7	**Hawthorne Drive**			**Total**	**2,128**			**1,710**			**1,328**					**1.33**		**1,772**		
8	Dewey Avenue	SH-44	w/o	In	476	1,000	48%	318	726	44%	388	517	75%	Yes		1.45	RAf	561	767	73%
8	Dewey Avenue	SH-44	w/o	Out	524		52%	408		56%	129		25%	Yes		1.60	RAf	206		27%
8	Dewey Avenue	SH-44	e/o	In	526	1,005	52%	433	800	54%	147	566	26%	Yes		1.43	RAf	210	748	28%
8	Dewey Avenue	SH-44	e/o	Out	479		48%	367		46%	419		74%	Yes		1.28	RAf	538		72%
8	Dewey Avenue	Dewey Ave	n/o	In	34	57	59%	75	108	69%	51	75	68%	Yes		0.45	RATIO	23	40	58%
8	Dewey Avenue	Dewey Ave	n/o	Out	23		41%	33		31%	24		32%	Yes		0.71	RATIO	17		43%
8	Dewey Avenue	Dewey Ave	s/o	In	6	21	27%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.39	GR	8	28	29%
8	Dewey Avenue	Dewey Ave	s/o	Out	15		73%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	20		71%
8	**Dewey Avenue**			**Total**	**2,084**			**1,634**			**1,158**					**1.37**		**1,583**		

2045 Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
9	S Middleton Road	SH-44	w/o	In	485	1,006	48%	367	800	46%	419	566	74%	Yes		1.30	RAf	545	751	73%
9	S Middleton Road	SH-44	w/o	Out	521		52%	433		54%	147		26%	Yes		1.40	RAf	206		27%
9	S Middleton Road	SH-44	e/o	In	606	1,054	57%	468	749	62%	175	625	28%	Yes		1.54	RAf	270	919	29%
9	S Middleton Road	SH-44	e/o	Out	448		43%	281		38%	450		72%	Yes		1.44	RAf	649		71%
9			n/o	In																
9			n/o	Out																
9	S Middleton Road	S Middleton Rd	s/o	In	333	787	42%	237	595	40%	9	36	25%	None		1.00	NONE	9	36	25%
9	S Middleton Road	S Middleton Rd	s/o	Out	454		58%	358		60%	27		75%	None		1.00	NONE	27		75%
9	**S Middleton Road**			**Total**	**2,848**			**2,144**			**1,227**					**1.39**		**1,706**		
10	N Middleton Road	SH-44	w/o	In	488	1,152	42%	281	749	38%	450	625	72%	Yes		1.55	RAf	696	1,006	69%
10	N Middleton Road	SH-44	w/o	Out	664		58%	468		62%	175		28%	Yes		1.77	RAf	310		31%
10	N Middleton Road	SH-44	e/o	In	459	881	52%	370	657	56%	125	485	26%	Yes		1.48	RAf	185	694	27%
10	N Middleton Road	SH-44	e/o	Out	422		48%	287		44%	360		74%	Yes		1.41	RAf	509		73%
10	N Middleton Road	N Middleton Rd	n/o	In	291	442	66%	330	470	70%	354	486	73%	Yes		0.89	RAf	314	456	69%
10	N Middleton Road	N Middleton Rd	n/o	Out	150		34%	140		30%	132		27%	Yes		1.08	RAf	142		31%
10	N Middleton Road	N Middleton Rd	s/o	In	1	3	33%	0	0	0%	286	783	37%	None		1.00	NONE	286	783	37%
10	N Middleton Road	N Middleton Rd	s/o	Out	2		67%	0		0%	497		63%	None		1.00	NONE	497		63%
10	**N Middleton Road**			**Total**	**2,477**			**1,876**			**2,379**					**1.24**		**2,939**		
11	Duff Lane	SH-44	w/o	In	448	856	52%	287	657	44%	1,100	2,145	51%	Yes		1.20	RAf	1,321	2,417	55%
11	Duff Lane	SH-44	w/o	Out	408		48%	370		56%	1,045		49%	Yes		1.05	RAf	1,096		45%
11	Duff Lane	SH-44	e/o	In	331	839	39%	303	612	50%	717	1,809	40%	Yes		1.05	RAf	753	2,116	36%
11	Duff Lane	SH-44	e/o	Out	508		61%	309		50%	1,092		60%	Yes		1.25	RAf	1,363		64%
11	Duff Lane	Duff Ln	n/o	In	175	231	76%	100	131	76%	358	432	83%	Yes		1.28	RAf	460	565	81%
11	Duff Lane	Duff Ln	n/o	Out	55		24%	31		24%	74		17%	Yes		1.42	RAf	105		19%
11	Duff Lane	Duff Ln	s/o	In	26	35	74%	31	41	76%	65	86	76%	Yes		0.91	RAf	59	79	75%
11	Duff Lane	Duff Ln	s/o	Out	9		26%	10		24%	21		24%	Yes		0.95	RAf	20		25%
11	**Duff Lane**			**Total**	**1,962**			**1,441**			**4,472**					**1.16**		**5,177**		
12	Lansing Lane	SH-44	w/o	In	468	782	60%	298	578	52%	1,071	1,731	62%	Yes		1.22	RAf	1,303	2,007	65%
12	Lansing Lane	SH-44	w/o	Out	314		40%	280		48%	660		38%	Yes		1.07	RAf	704		35%
12	Lansing Lane	SH-44	e/o	In	263	805	33%	250	652	38%	642	1,751	37%	Yes		1.03	RAf	659	1,953	34%
12	Lansing Lane	SH-44	e/o	Out	542		67%	402		62%	1,109		63%	Yes		1.17	RAf	1,294		66%
12	Lansing Lane	Lansing Ln	n/o	In	126	152	83%	176	227	78%	230	403	57%	Yes		0.76	RAf	174	314	55%
12	Lansing Lane	Lansing Ln	n/o	Out	26		17%	51		22%	173		43%	Yes		0.81	RAf	140		45%
12	Lansing Lane	Lansing Ln	s/o	In	29	33	88%	15	21	71%	23	31	74%	Yes		1.74	RAf	40	46	87%
12	Lansing Lane	Lansing Ln	s/o	Out	4		12%	6		29%	8		26%	Yes		0.75	RAf	6		13%
12	**Lansing Lane**			**Total**	**1,773**			**1,478**			**3,916**					**1.10**		**4,320**		

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					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
13	Kingsbury Road	SH-44	w/o	In	562	791	71%	402	652	62%	1,109	1,751	63%	Yes		1.19	RAf	1,320	1,935	68%
13	Kingsbury Road	SH-44	w/o	Out	229		29%	250		38%	642		37%	Yes		0.96	RAf	615		32%
13	Kingsbury Road	SH-44	e/o	In	223	813	27%	261	708	37%	665	1,819	37%	Yes		0.93	RAf	616	1,958	31%
13	Kingsbury Road	SH-44	e/o	Out	591		73%	447		63%	1,154		63%	Yes		1.16	RAf	1,342		69%
13	Kingsbury Road	Kingsbury Rd	n/o	In	53	71	74%	56	78	72%	63	99	64%	Yes		0.95	RAf	60	92	65%
13	Kingsbury Road	Kingsbury Rd	n/o	Out	18		26%	22		28%	36		36%	Yes		0.89	RAf	32		35%
13			s/o	In																
13			s/o	Out																
13	**Kingsbury Road**			**Total**	**1,676**			**1,438**			**3,669**					**1.09**		**3,985**		
14	Blessinger Road	SH-44	w/o	In	581	816	71%	447	708	63%	1,154	1,819	63%	Yes		1.15	RAf	1,330	1,961	68%
14	Blessinger Road	SH-44	w/o	Out	235		29%	261		37%	665		37%	Yes		0.95	RAf	631		32%
14	Blessinger Road	SH-44	e/o	In	220	826	27%	233	687	34%	636	1,806	35%	Yes		0.97	RAf	619	1,988	31%
14	Blessinger Road	SH-44	e/o	Out	606		73%	454		66%	1,170		65%	Yes		1.17	RAf	1,369		69%
14	Blessinger Road	Blessinger Rd	n/o	In	48	59	81%	20	27	74%	23	31	74%	Yes		2.22	DIFF	51	64	80%
14	Blessinger Road	Blessinger Rd	n/o	Out	11		19%	7		26%	8		26%	Yes		1.63	RAf	13		20%
14	Blessinger Road	Blessinger Rd	s/o	In	6	9	67%	40	57	70%	63	91	69%	None		1.00	NONE	63	91	69%
14	Blessinger Road	Blessinger Rd	s/o	Out	3		33%	17		30%	28		31%	None		1.00	NONE	28		31%
14	**Blessinger Road**			**Total**	**1,710**			**1,479**			**3,747**					**1.10**		**4,104**		
15	Can Ada Road	SH-44	w/o	In	609	833	73%	458	689	66%	1,185	1,815	65%	Yes		1.17	RAf	1,382	2,003	69%
15	Can Ada Road	SH-44	w/o	Out	224		27%	231		34%	630		35%	Yes		0.99	RAf	621		31%
15	Can Ada Road	SH-44	e/o	In	234	882	27%	233	769	30%	620	2,003	31%	Yes		1.00	RAf	622	2,152	29%
15	Can Ada Road	SH-44	e/o	Out	648		73%	536		70%	1,383		69%	Yes		1.11	RAf	1,530		71%
15	Can Ada Road	Can Ada Rd	n/o	In	68	106	64%	118	160	74%	380	554	69%	Yes		0.82	RAf	313	482	65%
15	Can Ada Road	Can Ada Rd	n/o	Out	38		36%	42		26%	174		31%	Yes		0.97	RAf	169		35%
15			s/o	In																
15			s/o	Out																
15	**Can Ada Road**			**Total**	**1,821**			**1,618**			**4,372**					**1.06**		**4,637**		
16	Highbrook Way	SH-44	w/o	In	657	906	73%	536	769	70%	1,383	2,003	69%	Yes		1.11	RAf	1,541	2,181	71%
16	Highbrook Way	SH-44	w/o	Out	248		27%	233		30%	620		31%	Yes		1.03	RAf	640		29%
16	Highbrook Way	SH-44	e/o	In	267	988	27%	234	770	30%	642	2,059	31%	Yes		1.07	RAf	686	2,345	29%
16	Highbrook Way	SH-44	e/o	Out	720		73%	536		70%	1,417		69%	Yes		1.17	RAf	1,659		71%
16			n/o	In																
16			n/o	Out																
16	Highbrook Way	Highbrook Wy	s/o	In	88	133	66%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	132	199	66%
16	Highbrook Way	Highbrook Wy	s/o	Out	45		34%	0		0%	0		0%	Growth Rate	1.5%	1.50	GR	67		34%
16	**Highbrook Way**			**Total**	**2,026**			**1,539**			**4,062**					**1.16**		**4,725**		

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					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
17	Star Road	SH-44	w/o	In	693	966	72%	576	829	69%	1,588	2,318	69%	Yes		1.10	RAf	1,742	2,500	70%
17	Star Road	SH-44	w/o	Out	274		28%	253		31%	730		31%	Yes		1.04	RAf	758		30%
17	Star Road	SH-44	e/o	In	277	957	29%	257	789	33%	516	1,336	39%	Yes		1.05	RAf	541	1,536	35%
17	Star Road	SH-44	e/o	Out	681		71%	532		67%	820		61%	Yes		1.21	RAf	995		65%
17	Star Road	Star Rd	n/o	In	345	460	75%	305	468	65%	465	726	64%	Yes		1.10	RAf	512	715	72%
17	Star Road	Star Rd	n/o	Out	114		25%	163		35%	261		36%	Yes		0.78	RAf	203		28%
17	Star Road	Star Rd	s/o	In	254	754	34%	253	696	36%	641	1,946	33%	Yes		1.00	RAf	644	2,024	32%
17	Star Road	Star Rd	s/o	Out	499		66%	443		64%	1,304		67%	Yes		1.06	RAf	1,380		68%
17	**Star Road**			**Total**	**3,137**			**2,782**			**6,326**					**1.07**		**6,775**		
18	N Plummer Road	SH-44	w/o	In	873	1,104	79%	804	1,148	70%	1,259	1,899	66%	Yes		1.07	RAf	1,341	1,842	73%
18	N Plummer Road	SH-44	w/o	Out	231		21%	344		30%	640		34%	Yes		0.78	RAf	501		27%
18	N Plummer Road	SH-44	e/o	In	263	1,233	21%	380	1,214	31%	814	2,528	32%	Yes		0.82	RAf	666	2,550	26%
18	N Plummer Road	SH-44	e/o	Out	969		79%	834		69%	1,714		68%	Yes		1.10	RAf	1,884		74%
18	N Plummer Road	N Plummer Rd	n/o	In	119	166	71%	60	126	48%	492	730	67%	Yes		1.17	RAf	577	790	73%
18	N Plummer Road	N Plummer Rd	n/o	Out	48		29%	66		52%	238		33%	Yes		0.90	RAf	213		27%
18	N Plummer Road	N Plummer Rd	s/o	In	22	52	43%	0	0	0%	0	0	0%	Growth Rate	3.0%	2.24	GR	50	115	43%
18	N Plummer Road	N Plummer Rd	s/o	Out	29		57%	0		0%	0		0%	Growth Rate	3.0%	2.21	GR	65		57%
18	**N Plummer Road**			**Total**	**2,555**			**2,488**			**5,157**					**1.03**		**5,297**		
19	SH-16	SH-44	w/o	In	887	1,179	75%	833	1,217	68%	1,740	2,558	68%	Yes		1.04	RAf	1,808	2,510	72%
19	SH-16	SH-44	w/o	Out	292		25%	384		32%	818		32%	Yes		0.86	RAf	702		28%
19	SH-16	SH-44	e/o	In	506	1,725	29%	695	1,761	39%	2,072	4,307	48%	Yes		0.88	RAf	1,821	4,249	43%
19	SH-16	SH-44	e/o	Out	1219		71%	1,066		61%	2,235		52%	Yes		1.09	RAf	2,428		57%
19	SH-16	SH-16	n/o	In	651	972	67%	598	1,015	59%	1,277	2,528	51%	Yes		1.05	RAf	1,344	2,467	54%
19	SH-16	SH-16	n/o	Out	321		33%	417		41%	1,251		49%	Yes		0.90	RAf	1,123		46%
19	SH-16	SH-16	s/o	In	516	1,243	41%	407	1,074	38%	1,565	3,912	40%	Yes		1.10	RAf	1,715	4,144	41%
19	SH-16	SH-16	s/o	Out	727		59%	667		62%	2,347		60%	Yes		1.03	RAf	2,429		59%
19	**SH-16**			**Total**	**5,119**			**5,067**			**13,305**					**1.00**		**13,370**		
20	Palmer Lane	SH-44	w/o	In	1274	1,790	71%	1,066	1,761	61%	2,235	4,307	52%	Yes		1.12	RAf	2,497	4,331	58%
20	Palmer Lane	SH-44	w/o	Out	516		29%	695		39%	2,072		48%	Yes		0.89	RAf	1,834		42%
20	Palmer Lane	SH-44	e/o	In	507	1,741	29%	699	1,747	40%	1,910	4,239	45%	Yes		0.87	RAf	1,657	4,223	39%
20	Palmer Lane	SH-44	e/o	Out	1234		71%	1,048		60%	2,329		55%	Yes		1.10	RAf	2,566		61%
20	Palmer Lane	Palmer Ln	n/o	In	13	57	22%	23	63	37%	618	1,058	58%	Yes		0.98	RAf	603	1,049	57%
20	Palmer Lane	Palmer Ln	n/o	Out	44		78%	40		63%	440		42%	Yes		1.01	RAf	446		43%
20	Palmer Lane	Palmer Ln	s/o	In	2	4	50%	13	31	42%	131	264	50%	Yes		0.84	MRATIO	110	213	52%
20	Palmer Lane	Palmer Ln	s/o	Out	2		50%	18		58%	133		50%	Yes		0.78	MRATIO	103		48%
20	**Palmer Lane**			**Total**	**3,591**			**3,602**			**9,867**					**0.99**		**9,816**		

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					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
21	Moon Valley Road	SH-44	w/o	In	1271	1,770	72%	1,048	1,747	60%	2,329	4,239	55%	Yes		1.12	RAf	2,613	4,260	61%
21	Moon Valley Road	SH-44	w/o	Out	499		28%	699		40%	1,910		45%	Yes		0.86	RAf	1,647		39%
21	Moon Valley Road	SH-44	e/o	In	506	1,806	28%	713	1,795	40%	1,984	4,586	43%	Yes		0.86	RAf	1,711	4,595	37%
21	Moon Valley Road	SH-44	e/o	Out	1300		72%	1,082		60%	2,602		57%	Yes		1.11	RAf	2,884		63%
21			n/o	In																
21			n/o	Out																
21	Moon Valley Road	Moon Valley Rd	s/o	In	29	36	81%	34	47	72%	237	305	78%	Yes		0.97	RAf	230	289	80%
21	Moon Valley Road	Moon Valley Rd	s/o	Out	7		19%	13		28%	68		22%	Yes		0.87	RAf	59		20%
21	**Moon Valley Road**			**Total**	**3,613**			**3,589**			**9,130**					**1.00**		**9,144**		
22	Linder Road	SH-44	w/o	In	1240	1,752	71%	1,082	1,795	60%	2,602	4,586	57%	Yes		1.08	RAf	2,807	4,526	62%
22	Linder Road	SH-44	w/o	Out	512		29%	713		40%	1,984		43%	Yes		0.87	RAf	1,719		38%
22	Linder Road	SH-44	e/o	In	693	2,441	28%	900	2,626	34%	1,769	3,862	46%	Yes		0.85	RAf	1,511	3,628	42%
22	Linder Road	SH-44	e/o	Out	1748		72%	1,726		66%	2,093		54%	Yes		1.01	RAf	2,117		58%
22	Linder Road	Linder Rd	n/o	In	412	699	59%	544	832	65%	1,805	2,825	64%	Yes		0.90	RAf	1,627	2,645	62%
22	Linder Road	Linder Rd	n/o	Out	287		41%	288		35%	1,020		36%	Yes		1.00	RAf	1,018		38%
22	Linder Road	Linder Rd	s/o	In	575	948	61%	486	771	63%	1,521	3,921	39%	Yes		1.08	RAf	1,639	4,166	39%
22	Linder Road	Linder Rd	s/o	Out	373		39%	285		37%	2,400		61%	Yes		1.05	RAf	2,527		61%
22	**Linder Road**			**Total**	**5,840**			**6,024**			**15,194**					**0.98**		**14,965**		
23	Park Lane	SH-44	w/o	In	1773	2,459	72%	1,726	2,626	66%	2,093	3,862	54%	Yes		1.02	RAf	2,144	3,647	59%
23	Park Lane	SH-44	w/o	Out	686		28%	900		34%	1,769		46%	Yes		0.85	RAf	1,503		41%
23	Park Lane	SH-44	e/o	In	933	2,700	35%	1,120	2,790	40%	1,857	3,934	47%	Yes		0.88	RAf	1,633	3,817	43%
23	Park Lane	SH-44	e/o	Out	1767		65%	1,670		60%	2,077		53%	Yes		1.05	RAf	2,184		57%
23	Park Lane	Park Ln	n/o	In	215	722	30%	135	544	25%	244	700	35%	Yes		1.40	RAf	343	901	38%
23	Park Lane	Park Ln	n/o	Out	506		70%	409		75%	456		65%	Yes		1.22	RAf	558		62%
23	Park Lane	Park Ln	s/o	In	49	60	82%	8	18	44%	163	268	61%	Yes		1.25	DIFF	204	311	66%
23	Park Lane	Park Ln	s/o	Out	11		18%	10		56%	105		39%	Yes		1.02	RAf	107		34%
23	**Park Lane**			**Total**	**5,941**			**5,978**			**8,764**					**0.99**		**8,676**		
24	Fisher Parkway	SH-44	w/o	In	1739	2,690	65%	1,670	2,790	60%	2,077	3,934	53%	Yes		1.04	RAf	2,153	3,809	57%
24	Fisher Parkway	SH-44	w/o	Out	952		35%	1,120		40%	1,857		47%	Yes		0.89	RAf	1,656		43%
24	Fisher Parkway	SH-44	e/o	In	1022	2,775	37%	1,129	2,788	40%	1,780	3,789	47%	Yes		0.93	RAf	1,654	3,766	44%
24	Fisher Parkway	SH-44	e/o	Out	1753		63%	1,659		60%	2,009		53%	Yes		1.05	RAf	2,112		56%
24	Fisher Parkway	Fisher Prkwy	n/o	In	91	234	39%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.49	GR	136	350	39%
24	Fisher Parkway	Fisher Prkwy	n/o	Out	143		61%	0		0%	0		0%	Growth Rate	1.5%	1.50	GR	214		61%
24	Fisher Parkway	Fisher Prkwy	s/o	In	1	5	20%	13	45	29%	110	284	39%	None		1.00	NONE	110	284	39%
24	Fisher Parkway	Fisher Prkwy	s/o	Out	4		80%	32		71%	174		61%	None		1.00	NONE	174		61%
24	**Fisher Parkway**			**Total**	**5,705**			**5,623**			**8,007**					**1.03**		**8,209**		

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					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
25	Old State Street	SH-44	w/o	In	1768	2,739	65%	1,706	2,818	61%	2,029	3,891	52%	Yes		1.03	RAf	2,096	3,789	55%
25	Old State Street	SH-44	w/o	Out	971		35%	1,112		39%	1,862		48%	Yes		0.91	RAf	1,693		45%
25	Old State Street	SH-44	e/o	In	807	2,587	31%	1,037	2,770	37%	1,643	3,508	47%	Yes		0.83	RAf	1,371	3,286	42%
25	Old State Street	SH-44	e/o	Out	1781		69%	1,733		63%	1,865		53%	Yes		1.03	RAf	1,915		58%
25	Old State Street	Old State St	n/o	In	324	476	68%	346	589	59%	491	941	52%	Yes		0.95	RAf	466	804	58%
25	Old State Street	Old State St	n/o	Out	152		32%	243		41%	450		48%	Yes		0.75	RAf	338		42%
25			s/o	In																
25			s/o	Out																
25	**Old State Street**			**Total**	**5,807**			**6,177**			**8,340**					**0.94**		**7,879**		
26	Eagle Road	SH-44	w/o	In	1684	2,513	67%	1,733	2,770	63%	1,865	3,508	53%	Yes		0.97	RAf	1,815	3,212	57%
26	Eagle Road	SH-44	w/o	Out	829		33%	1,037		37%	1,643		47%	Yes		0.85	RAf	1,397		43%
26	Eagle Road	SH-44	e/o	In	964	2,344	41%	1,047	2,372	44%	2,044	4,129	50%	Yes		0.95	RAf	1,941	4,091	47%
26	Eagle Road	SH-44	e/o	Out	1380		59%	1,325		56%	2,085		50%	Yes		1.03	RAf	2,150		53%
26	Eagle Road	Eagle Rd	n/o	In	724	1,280	57%	769	1,650	47%	1,158	2,147	54%	Yes		0.96	RAf	1,106	1,752	63%
26	Eagle Road	Eagle Rd	n/o	Out	556		43%	881		53%	989		46%	Yes		0.65	RAf	646		37%
26	Eagle Road	Eagle Rd	s/o	In	1062	2,732	39%	1,480	3,266	45%	1,684	3,696	46%	Yes		0.74	RAf	1,241	3,131	40%
26	Eagle Road	Eagle Rd	s/o	Out	1670		61%	1,786		55%	2,012		54%	Yes		0.94	RAf	1,890		60%
26	**Eagle Road**			**Total**	**8,869**			**10,058**			**13,480**					**0.90**		**12,186**		
27	SH-44 Bypass (West)	SH-44	w/o	In	422	902	47%	272	691	39%	566	1,623	35%	Yes		1.33	RAf	755	1,892	40%
27	SH-44 Bypass (West)	SH-44	w/o	Out	480		53%	419		61%	1,057		65%	Yes		1.08	RAf	1,137		60%
27	SH-44 Bypass (West)	SH-44	e/o	In	500	918	54%	414	688	60%	134	313	43%	None		1.00	NONE	134	313	43%
27	SH-44 Bypass (West)	SH-44	e/o	Out	418		46%	274		40%	179		57%	None		1.00	NONE	179		57%
27			s/o	In																
27			s/o	Out																
27	SH-44 Bypass (West)	SH-44 Bypass	s/o	In							836	1,165	72%	Override	3%	1.17	OVERRIDE	976	1,317	74%
27	SH-44 Bypass (West)	SH-44 Bypass	s/o	Out							329		28%	Override	3%	1.04	OVERRIDE	341		26%
27	**SH-44 Bypass (West)**			**Total**							**3,101**					**1.14**		**3,522**		
28	Emmett Rd (Bypass)	SH-44 Bypass	w/o	In							329	1,165	28%	Override		1.04	OVERRIDE	341	1,317	26%
28	Emmett Rd (Bypass)	SH-44 Bypass	w/o	Out							836		72%	Override		1.17	OVERRIDE	976		74%
28	Emmett Rd (Bypass)	SH-44 Bypass	e/o	In							920	1,310	70%	Override		1.17	OVERRIDE	1,074	1,478	73%
28	Emmett Rd (Bypass)	SH-44 Bypass	e/o	Out							390		30%	Override		1.04	OVERRIDE	405		27%
28	Emmett Rd (Bypass)	Emmett Rd	n/o	In							57	168	34%	None		1.00	NONE	57	168	34%
28	Emmett Rd (Bypass)	Emmett Rd	n/o	Out							111		66%	None		1.00	NONE	111		66%
28	Emmett Rd (Bypass)	Emmett Rd	s/o	In							10	13	77%	None		1.00	NONE	10	13	77%
28	Emmett Rd (Bypass)	Emmett Rd	s/o	Out							3		23%	None		1.00	NONE	3		23%
28	**Emmett Rd (Bypass)**			**Total**							**2,656**					**1.12**		**2,976**		

2045 Build
7-8 AM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2018 7-8 AM	2045 7-8 AM	2045 7-8 AM	2045 7-8 AM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
29	Cemetery Rd (Bypass)	SH-44 Bypass	w/o	In							390	1,310	30%	Override		1.04	OVERRIDE	405	1,478	27%
29	Cemetery Rd (Bypass)	SH-44 Bypass	w/o	Out							920		70%	Override		1.17	OVERRIDE	1,074		73%
29	Cemetery Rd (Bypass)	SH-44 Bypass	e/o	In							853	1,213	70%	Override		1.17	OVERRIDE	995	1,369	73%
29	Cemetery Rd (Bypass)	SH-44 Bypass	e/o	Out							360		30%	Override		1.04	OVERRIDE	374		27%
29	Cemetery Rd (Bypass)	Cemetery Rd	n/o	In							153	293	52%	None		1.00	NONE	153	293	52%
29	Cemetery Rd (Bypass)	Cemetery Rd	n/o	Out							140		48%	None		1.00	NONE	140		48%
29	Cemetery Rd (Bypass)	Cemetery Rd	s/o	In							13	20	65%	None		1.00	NONE	13	20	65%
29	Cemetery Rd (Bypass)	Cemetery Rd	s/o	Out							7		35%	None		1.00	NONE	7		35%
29	**Cemetery Rd (Bypass)**			**Total**							**2,836**					**1.11**		**3,160**		
30	Crane Creek Wy (Bypass)	SH-44 Bypass	w/o	In							360	1,213	30%	Override		1.04	OVERRIDE	374	1,369	27%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	w/o	Out							853		70%	Override		1.17	OVERRIDE	995		73%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	e/o	In							771	1,175	66%	Override		1.17	OVERRIDE	900	1,319	68%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	e/o	Out							404		34%	Override		1.04	OVERRIDE	419		32%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	n/o	In							91	169	54%	None		1.00	NONE	91	169	54%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	n/o	Out							78		46%	None		1.00	NONE	78		46%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	s/o	In							42	55	76%	None		1.00	NONE	42	55	76%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	s/o	Out							13		24%	None		1.00	NONE	13		24%
30	**Crane Creek Wy (Bypass)**			**Total**							**2,612**					**1.11**		**2,912**		
31	N. Middleton Rd (Bypass)	SH-44 Bypass	w/o	In							404	1,175	34%	Override		1.05	OVERRIDE	424	1,350	31%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	w/o	Out							771		66%	Override		1.20	OVERRIDE	926		69%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	e/o	In							830	1,429	58%	Override		1.20	OVERRIDE	997	1,625	61%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	e/o	Out							599		42%	Override		1.05	OVERRIDE	628		39%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	n/o	In							497	786	63%	None		1.00	NONE	497	786	63%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	n/o	Out							289		37%	None		1.00	NONE	289		37%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	s/o	In							583	1,261	46%	None		1.00	NONE	583	1,261	46%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	s/o	Out							678		54%	None		1.00	NONE	678		54%
31	**N. Middleton Rd (Bypass)**			**Total**							**4,651**					**1.08**		**5,022**		
32	SH-44 Bypass (East)	SH-44	w/o	In	422	881	48%	287	657	44%	363	445	82%	None		1.00	NONE	363	445	82%
32	SH-44 Bypass (East)	SH-44	w/o	Out	459		52%	370		56%	82		18%	None		1.00	NONE	82		18%
32	SH-44 Bypass (East)	SH-44	e/o	In	408	856	48%	370	657	56%	1,045	2,145	49%	Yes		1.05	RAf	1,096	2,417	45%
32	SH-44 Bypass (East)	SH-44	e/o	Out	448		52%	287		44%	1,100		51%	Yes		1.20	RAf	1,321		55%
32			s/o	In																
32			s/o	Out																
32	SH-44 Bypass (East)	SH-44 Bypass	s/o	In							599	1,429	42%	Override		1.05	OVERRIDE	628	1,625	39%
32	SH-44 Bypass (East)	SH-44 Bypass	s/o	Out							830		58%	Override		1.20	OVERRIDE	997		61%
32	**SH-44 Bypass (East)**			**Total**							**4,019**					**1.12**		**4,487**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
1	Old Highway 30	SH-44	w/o	In	720	1,214	59%	834	1,301	64%	1,652	2,669	62%	Yes		0.91	RAf	1,510	2,561	59%
1	Old Highway 30	SH-44	w/o	Out	494		41%	467		36%	1,017		38%	Yes		1.03	RAf	1,051		41%
1	Old Highway 30	SH-44	e/o	In	357	818	44%	368	962	38%	956	2,779	34%	Yes		0.99	RAf	942	2,588	36%
1	Old Highway 30	SH-44	e/o	Out	461		56%	594		62%	1,823		66%	Yes		0.90	RAf	1,646		64%
1	Old Highway 30	Old Hwy 30	n/o	In	248	634	39%	150	434	35%	215	654	33%	Yes		1.53	RAf	328	886	37%
1	Old Highway 30	Old Hwy 30	n/o	Out	385		61%	284		65%	439		67%	Yes		1.27	RAf	558		63%
1	Old Highway 30	Old Hwy 30	s/o	In	63	111	57%	26	59	44%	659	719	92%	Yes		1.06	DIFF	696	775	90%
1	Old Highway 30	Old Hwy 30	s/o	Out	48		43%	33		56%	60		8%	Yes		1.32	RAf	79		10%
1	**Old Highway 30**			**Total**	**2,777**			**2,756**			**6,821**					**1.00**		**6,810**		
2	Channel Road	SH-44	w/o	In	442	781	57%	533	862	62%	1,769	2,694	66%	Yes		0.93	RAf	1,646	2,585	64%
2	Channel Road	SH-44	w/o	Out	339		43%	329		38%	925		34%	Yes		1.02	RAf	939		36%
2	Channel Road	SH-44	e/o	In	346	801	43%	321	819	39%	921	2,667	35%	Yes		1.04	RAf	954	2,642	36%
2	Channel Road	SH-44	e/o	Out	455		57%	498		61%	1,746		65%	Yes		0.97	RAf	1,688		64%
2			n/o	In																
2			n/o	Out																
2	Channel Road	Channel Rd	s/o	In	22	37	60%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.32	GR	29	48	60%
2	Channel Road	Channel Rd	s/o	Out	15		40%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	19		40%
2	**Channel Road**			**Total**	**1,618**			**1,681**			**5,361**					**0.98**		**5,275**		
3	Canyon Lane	SH-44	w/o	In	447	793	56%	498	819	61%	1,746	2,667	65%	Yes		0.96	RAf	1,677	2,632	64%
3	Canyon Lane	SH-44	w/o	Out	347		44%	321		39%	921		35%	Yes		1.04	RAf	955		36%
3	Canyon Lane	SH-44	e/o	In	347	789	44%	321	819	39%	921	2,667	35%	Yes		1.04	RAf	955	2,626	36%
3	Canyon Lane	SH-44	e/o	Out	443		56%	498		61%	1,746		65%	Yes		0.96	RAf	1,671		64%
3	Canyon Lane	Canyon Ln	n/o	In	7	19	39%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.37	GR	10	25	40%
3	Canyon Lane	Canyon Ln	n/o	Out	11		61%	0		0%	0		0%	Growth Rate	1.0%	1.31	GR	15		60%
3			s/o	In																
3			s/o	Out																
3	**Canyon Lane**			**Total**	**1,601**			**1,638**			**5,334**					**0.99**		**5,283**		
4	Emmett Road	SH-44	w/o	In	469	852	55%	492	812	61%	524	613	85%	Yes		0.95	RAf	500	630	79%
4	Emmett Road	SH-44	w/o	Out	383		45%	320		39%	89		15%	Yes		1.46	RAf	130		21%
4	Emmett Road	SH-44	e/o	In	409	841	49%	303	742	41%	43	416	10%	Yes		2.42	RAf	104	471	22%
4	Emmett Road	SH-44	e/o	Out	432		51%	439		59%	373		90%	Yes		0.98	RATIO	367		78%
4	Emmett Road	Emmett Rd	n/o	In	110	283	39%	99	234	42%	155	389	40%	Yes		1.08	RAf	168	448	38%
4	Emmett Road	Emmett Rd	n/o	Out	173		61%	135		58%	234		60%	Yes		1.20	RAf	280		63%
4	Emmett Road	Emmett Rd	s/o	In	0	0	0%	0	0	0%	52	117	44%	None		1.00	NONE	52	117	44%
4	Emmett Road	Emmett Rd	s/o	Out	0		0%	0		0%	65		56%	None		1.00	NONE	65		56%
4	**Emmett Road**			**Total**	**1,976**			**1,788**			**1,535**					**1.09**		**1,666**		

2045 Build
4-5 PM

Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	2018 Counts (Seasonally Adjusted) 2018 4-5 PM Volume	2018 4-5 PM Approach Total	2018 4-5 PM Split	2018 Forecasts (Base) 2018 4-5 PM Volume	2018 4-5 PM Approach Total	2018 4-5 PM Split	2045 Forecasts (Build) 2045 4-5 PM Volume	2045 4-5 PM Approach Total	2045 4-5 PM Split	ADJUSTMENT OPTIONS: Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	2045 ADJUSTED FORECASTS: Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
5	Hartley Lane	SH-44	w/o	In	419	810	52%	439	742	59%	373	416	90%	Yes		0.95	RATIO	356	449	79%
5	Hartley Lane	SH-44	w/o	Out	391		48%	303		41%	43		10%	Yes		2.16	RAf	93		21%
5	Hartley Lane	SH-44	e/o	In	424	833	51%	301	737	41%	39	405	10%	Yes		2.79	RAf	109	452	24%
5	Hartley Lane	SH-44	e/o	Out	409		49%	436		59%	366		90%	Yes		0.94	RATIO	343		76%
5	Hartley Lane	Hartley Ln	n/o	In	102	248	41%	0	0	0%	0	0	0%	Growth Rate	2.0%	1.71	GR	174	424	41%
5	Hartley Lane	Hartley Ln	n/o	Out	146		59%	0		0%	0		0%	Growth Rate	2.0%	1.71	GR	250		59%
5			s/o	In																
5			s/o	Out																
5	**Hartley Lane**			**Total**	**1,891**			**1,479**			**821**					**1.61**		**1,325**		
6	Cemetery Road	SH-44	w/o	In	404	851	47%	435	736	59%	302	308	98%	Yes		0.93	RATIO	281	362	78%
6	Cemetery Road	SH-44	w/o	Out	447		53%	301		41%	6		2%	Yes		13.50	RAf	81		22%
6	Cemetery Road	SH-44	e/o	In	496	928	53%	380	785	48%	56	389	14%	Yes		2.20	RAf	123	481	26%
6	Cemetery Road	SH-44	e/o	Out	432		47%	405		52%	333		86%	Yes		1.08	RAf	358		74%
6	Cemetery Road	Cemetery Rd	n/o	In	106	234	45%	138	412	33%	173	509	34%	Yes		0.80	RAf	138	301	46%
6	Cemetery Road	Cemetery Rd	n/o	Out	128		55%	274		67%	336		66%	Yes		0.49	MRATIO	163		54%
6	Cemetery Road	Cemetery Rd	s/o	In	1	2	50%	75	124	60%	257	364	71%	None		1.00	NONE	257	364	71%
6	Cemetery Road	Cemetery Rd	s/o	Out	1		50%	49		40%	107		29%	None		1.00	NONE	107		29%
6	**Cemetery Road**			**Total**	**2,015**			**2,057**			**1,570**					**0.96**		**1,508**		
7	Hawthorne Drive	SH-44	w/o	In	448	983	46%	416	839	50%	327	409	80%	Yes		1.09	RAf	356	505	70%
7	Hawthorne Drive	SH-44	w/o	Out	535		54%	423		50%	82		20%	Yes		1.82	RAf	149		30%
7	Hawthorne Drive	SH-44	e/o	In	580	1,036	56%	417	830	50%	253	585	43%	Yes		1.52	RAf	384	755	51%
7	Hawthorne Drive	SH-44	e/o	Out	456		44%	413		50%	332		57%	Yes		1.12	RAf	371		49%
7	Hawthorne Drive	Hawthorne Dr	n/o	In	63	156	40%	30	82	37%	38	108	35%	Yes		1.87	DIFF	71	188	38%
7	Hawthorne Drive	Hawthorne Dr	n/o	Out	93		60%	52		63%	70		65%	Yes		1.67	RAf	117		62%
7	Hawthorne Drive	Hawthorne Dr	s/o	In	54	114	47%	101	177	57%	193	528	37%	None		1.00	NONE	193	528	37%
7	Hawthorne Drive	Hawthorne Dr	s/o	Out	61		53%	76		43%	335		63%	None		1.00	NONE	335		63%
7	**Hawthorne Drive**			**Total**	**2,290**			**1,928**			**1,630**					**1.21**		**1,976**		
8	Dewey Avenue	SH-44	w/o	In	463	1,055	44%	388	791	49%	317	560	57%	Yes		1.21	RAf	385	780	49%
8	Dewey Avenue	SH-44	w/o	Out	593		56%	403		51%	243		43%	Yes		1.63	RAf	395		51%
8	Dewey Avenue	SH-44	e/o	In	618	1,090	57%	467	898	52%	275	625	44%	Yes		1.44	RAf	395	783	50%
8	Dewey Avenue	SH-44	e/o	Out	472		43%	431		48%	350		56%	Yes		1.11	RAf	388		50%
8	Dewey Avenue	Dewey Ave	n/o	In	38	90	41%	57	146	39%	43	90	48%	Yes		0.65	RATIO	28	56	50%
8	Dewey Avenue	Dewey Ave	n/o	Out	53		59%	89		61%	47		52%	Yes		0.60	RATIO	28		50%
8	Dewey Avenue	Dewey Ave	s/o	In	26	52	50%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.31	GR	34	68	50%
8	Dewey Avenue	Dewey Ave	s/o	Out	26		50%	0		0%	0		0%	Growth Rate	1.0%	1.31	GR	34		50%
8	**Dewey Avenue**			**Total**	**2,288**			**1,835**			**1,275**					**1.32**		**1,687**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
9	S Middleton Road	SH-44	w/o	In	459	1,068	43%	431	898	48%	350	625	56%	Yes		1.07	RAf	376	764	49%
9	S Middleton Road	SH-44	w/o	Out	609		57%	467		52%	275		44%	Yes		1.41	RAf	388		51%
9	S Middleton Road	SH-44	e/o	In	547	1,123	49%	380	831	46%	331	717	46%	Yes		1.47	RAf	488	989	49%
9	S Middleton Road	SH-44	e/o	Out	575		51%	451		54%	386		54%	Yes		1.30	RAf	501		51%
9			n/o	In																
9			n/o	Out																
9	S Middleton Road	S Middleton Rd	s/o	In	546	915	60%	394	682	58%	30	64	47%	None		1.00	NONE	30	64	47%
9	S Middleton Road	S Middleton Rd	s/o	Out	368		40%	288		42%	34		53%	None		1.00	NONE	34		53%
9	**S Middleton Road**			**Total**	**3,105**			**2,411**			**1,406**					**1.29**		**1,817**		
10	N Middleton Road	SH-44	w/o	In	666	1,308	51%	451	831	54%	386	717	54%	Yes		1.52	RAf	586	1,162	50%
10	N Middleton Road	SH-44	w/o	Out	642		49%	380		46%	331		46%	Yes		1.74	RAf	576		50%
10	N Middleton Road	SH-44	e/o	In	523	972	54%	360	722	50%	272	517	53%	Yes		1.53	RAf	415	733	57%
10	N Middleton Road	SH-44	e/o	Out	449		46%	362		50%	245		47%	Yes		1.30	RAf	318		43%
10	N Middleton Road	N Middleton Rd	n/o	In	196	489	40%	175	512	34%	193	588	33%	Yes		1.11	RAf	215	562	38%
10	N Middleton Road	N Middleton Rd	n/o	Out	292		60%	337		66%	395		67%	Yes		0.88	RAf	347		62%
10	N Middleton Road	N Middleton Rd	s/o	In	2	7	29%	96	99	97%	548	1,016	54%	None		1.00	NONE	548	1,016	54%
10	N Middleton Road	N Middleton Rd	s/o	Out	5		71%	3		3%	468		46%	None		1.00	NONE	468		46%
10	**N Middleton Road**			**Total**	**2,776**			**2,164**			**2,838**					**1.22**		**3,473**		
11	Duff Lane	SH-44	w/o	In	382	838	46%	362	722	50%	1,416	2,706	52%	Yes		1.02	RAf	1,444	2,865	50%
11	Duff Lane	SH-44	w/o	Out	456		54%	360		50%	1,290		48%	Yes		1.10	RAf	1,421		50%
11	Duff Lane	SH-44	e/o	In	480	825	58%	382	694	55%	1,232	2,311	53%	Yes		1.11	RAf	1,364	2,488	55%
11	Duff Lane	SH-44	e/o	Out	345		42%	312		45%	1,079		47%	Yes		1.04	RAf	1,124		45%
11	Duff Lane	Duff Ln	n/o	In	72	201	36%	48	155	31%	121	483	25%	Yes		1.26	RAf	153	545	28%
11	Duff Lane	Duff Ln	n/o	Out	129		64%	107		69%	362		75%	Yes		1.08	RAf	392		72%
11	Duff Lane	Duff Ln	s/o	In	21	45	47%	17	47	36%	37	108	34%	Yes		1.14	RAf	42	106	40%
11	Duff Lane	Duff Ln	s/o	Out	24		53%	30		64%	71		66%	Yes		0.90	RAf	64		60%
11	**Duff Lane**			**Total**	**1,909**			**1,618**			**5,608**					**1.07**		**6,004**		
12	Lansing Lane	SH-44	w/o	In	321	807	40%	291	658	44%	1,014	2,208	46%	Yes		1.04	RAf	1,055	2,410	44%
12	Lansing Lane	SH-44	w/o	Out	486		60%	367		56%	1,194		54%	Yes		1.13	RAf	1,355		56%
12	Lansing Lane	SH-44	e/o	In	526	827	64%	500	812	62%	1,331	2,359	56%	Yes		1.03	RAf	1,365	2,378	57%
12	Lansing Lane	SH-44	e/o	Out	301		36%	312		38%	1,028		44%	Yes		0.99	RAf	1,013		43%
12	Lansing Lane	Lansing Ln	n/o	In	70	184	38%	86	275	31%	139	399	35%	Yes		0.86	RAf	120	295	41%
12	Lansing Lane	Lansing Ln	n/o	Out	114		62%	189		69%	260		65%	Yes		0.67	RAf	175		59%
12	Lansing Lane	Lansing Ln	s/o	In	18	53	35%	11	31	35%	13	40	33%	Yes		1.62	RAf	21	64	33%
12	Lansing Lane	Lansing Ln	s/o	Out	34		65%	20		65%	27		68%	Yes		1.59	RAf	43		67%
12	**Lansing Lane**			**Total**	**1,871**			**1,776**			**5,006**					**1.03**		**5,147**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
13	Kingsbury Road	SH-44	w/o	In	291	843	34%	312	812	38%	1,028	2,359	44%	Yes		0.97	RAf	1,000	2,400	42%
13	Kingsbury Road	SH-44	w/o	Out	552		66%	500		62%	1,331		56%	Yes		1.05	RAf	1,400		58%
13	Kingsbury Road	SH-44	e/o	In	564	874	65%	555	891	62%	1,379	2,424	57%	Yes		1.01	RAf	1,391	2,401	58%
13	Kingsbury Road	SH-44	e/o	Out	310		35%	336		38%	1,045		43%	Yes		0.97	RAf	1,010		42%
13	Kingsbury Road	Kingsbury Rd	n/o	In	49	90	54%	37	105	35%	40	112	36%	Yes		1.33	RAf	53	98	54%
13	Kingsbury Road	Kingsbury Rd	n/o	Out	42		46%	68		65%	72		64%	Yes		0.63	RAf	45		46%
13			s/o	In																
13			s/o	Out																
13	**Kingsbury Road**			**Total**	**1,807**			**1,808**			**4,895**					**1.00**		**4,899**		
14	Blessinger Road	SH-44	w/o	In	312	880	35%	336	891	38%	1,045	2,424	43%	Yes		0.97	RAf	1,013	2,409	42%
14	Blessinger Road	SH-44	w/o	Out	568		65%	555		62%	1,379		57%	Yes		1.01	RAf	1,396		58%
14	Blessinger Road	SH-44	e/o	In	574	889	65%	564	890	63%	1,403	2,444	57%	Yes		1.01	RAf	1,416	2,442	58%
14	Blessinger Road	SH-44	e/o	Out	315		35%	326		37%	1,041		43%	Yes		0.99	RAf	1,026		42%
14	Blessinger Road	Blessinger Rd	n/o	In	36	76	48%	9	22	41%	11	27	41%	Yes		3.45	DIFF	38	81	47%
14	Blessinger Road	Blessinger Rd	n/o	Out	40		52%	13		59%	16		59%	Yes		2.69	DIFF	43		53%
14	Blessinger Road	Blessinger Rd	s/o	In	4	8	50%	28	69	41%	47	118	40%	None		1.00	NONE	47	118	40%
14	Blessinger Road	Blessinger Rd	s/o	Out	4		50%	41		59%	71		60%	None		1.00	NONE	71		60%
14	**Blessinger Road**			**Total**	**1,854**			**1,872**			**5,013**					**1.01**		**5,050**		
15	Can Ada Road	SH-44	w/o	In	359	955	38%	327	896	36%	1,044	2,466	42%	Yes		1.04	RAf	1,087	2,545	43%
15	Can Ada Road	SH-44	w/o	Out	597		62%	569		64%	1,422		58%	Yes		1.03	RAf	1,458		57%
15	Can Ada Road	SH-44	e/o	In	667	1,063	63%	645	995	65%	1,684	2,704	62%	Yes		1.02	RAf	1,713	2,794	61%
15	Can Ada Road	SH-44	e/o	Out	396		37%	350		35%	1,020		38%	Yes		1.06	RAf	1,081		39%
15	Can Ada Road	Can Ada Rd	n/o	In	82	197	42%	69	190	36%	184	658	28%	Yes		1.09	RAf	201	666	30%
15	Can Ada Road	Can Ada Rd	n/o	Out	114		58%	121		64%	474		72%	Yes		0.98	RAf	465		70%
15			s/o	In																
15			s/o	Out																
15	**Can Ada Road**			**Total**	**2,214**			**2,081**			**5,828**					**1.03**		**6,005**		
16	Highbrook Way	SH-44	w/o	In	396	1,065	37%	350	995	35%	1,020	2,704	38%	Yes		1.06	RAf	1,081	2,797	39%
16	Highbrook Way	SH-44	w/o	Out	669		63%	645		65%	1,684		62%	Yes		1.02	RAf	1,716		61%
16	Highbrook Way	SH-44	e/o	In	722	1,148	63%	645	997	65%	1,724	2,782	62%	Yes		1.06	RAf	1,826	2,982	61%
16	Highbrook Way	SH-44	e/o	Out	425		37%	352		35%	1,058		38%	Yes		1.09	RAf	1,156		39%
16			n/o	In																
16			n/o	Out																
16	Highbrook Way	Highbrook Wy	s/o	In	59	142	41%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	88	212	42%
16	Highbrook Way	Highbrook Wy	s/o	Out	83		59%	0		0%	0		0%	Growth Rate	1.5%	1.49	GR	124		58%
16	**Highbrook Way**			**Total**	**2,354**			**1,992**			**5,486**					**1.09**		**5,991**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
17	Star Road	SH-44	w/o	In	446	1,192	37%	373	1,031	36%	1,199	3,162	38%	Yes		1.08	RAf	1,297	3,379	38%
17	Star Road	SH-44	w/o	Out	747		63%	658		64%	1,963		62%	Yes		1.06	RAf	2,082		62%
17	Star Road	SH-44	e/o	In	706	1,199	59%	556	884	63%	1,140	2,201	52%	Yes		1.17	RAf	1,329	2,612	51%
17	Star Road	SH-44	e/o	Out	493		41%	328		37%	1,061		48%	Yes		1.21	RAf	1,283		49%
17	Star Road	Star Rd	n/o	In	290	620	47%	223	586	38%	370	920	40%	Yes		1.22	RAf	451	963	47%
17	Star Road	Star Rd	n/o	Out	330		53%	363		62%	550		60%	Yes		0.93	RAf	512		53%
17	Star Road	Star Rd	s/o	In	534	938	57%	514	832	62%	1,790	2,857	63%	Yes		1.01	RAf	1,817	3,000	61%
17	Star Road	Star Rd	s/o	Out	404		43%	318		38%	1,067		37%	Yes		1.11	RAf	1,183		39%
17	**Star Road**			**Total**	**3,950**			**3,333**			**9,140**					**1.09**		**9,954**		
18	N Plummer Road	SH-44	w/o	In	436	1,224	36%	474	1,332	36%	1,083	2,593	42%	Yes		0.95	RAf	1,034	2,459	42%
18	N Plummer Road	SH-44	w/o	Out	788		64%	858		64%	1,510		58%	Yes		0.94	RAf	1,425		58%
18	N Plummer Road	SH-44	e/o	In	909	1,411	64%	911	1,438	63%	1,881	3,027	62%	Yes		1.00	RAf	1,879	2,994	63%
18	N Plummer Road	SH-44	e/o	Out	502		36%	527		37%	1,146		38%	Yes		0.97	RAf	1,115		37%
18	N Plummer Road	N Plummer Rd	n/o	In	89	239	37%	90	179	50%	375	1,000	37%	Yes		1.00	RAf	374	1,086	34%
18	N Plummer Road	N Plummer Rd	n/o	Out	150		63%	89		50%	625		63%	Yes		1.14	RAf	712		66%
18	N Plummer Road	N Plummer Rd	s/o	In	32	58	56%	0	0	0%	0	0	0%	Growth Rate	3.0%	2.22	GR	72	128	56%
18	N Plummer Road	N Plummer Rd	s/o	Out	25		44%	0		0%	0		0%	Growth Rate	3.0%	2.21	GR	56		44%
18	**N Plummer Road**			**Total**	**2,932**			**2,949**			**6,620**					**1.01**		**6,667**		
19	SH-16	SH-44	w/o	In	508	1,422	36%	531	1,442	37%	1,149	3,030	38%	Yes		0.97	RAf	1,120	3,005	37%
19	SH-16	SH-44	w/o	Out	914		64%	911		63%	1,881		62%	Yes		1.00	RAf	1,885		63%
19	SH-16	SH-44	e/o	In	1269	1,919	66%	1,055	1,853	57%	2,341	4,474	52%	Yes		1.12	RAf	2,614	4,553	57%
19	SH-16	SH-44	e/o	Out	650		34%	798		43%	2,133		48%	Yes		0.91	RAf	1,939		43%
19	SH-16	SH-16	n/o	In	415	1,087	38%	528	1,239	43%	1,235	2,536	49%	Yes		0.88	RAf	1,090	2,343	47%
19	SH-16	SH-16	n/o	Out	672		62%	711		57%	1,301		51%	Yes		0.96	RAf	1,253		53%
19	SH-16	SH-16	s/o	In	679	1,313	52%	915	1,524	60%	2,647	4,731	56%	Yes		0.88	RAf	2,334	4,451	52%
19	SH-16	SH-16	s/o	Out	633		48%	609		40%	2,084		44%	Yes		1.02	RAf	2,117		48%
19	**SH-16**			**Total**	**5,741**			**6,058**			**14,771**					**0.97**		**14,352**		
20	Palmer Lane	SH-44	w/o	In	652	1,975	33%	798	1,853	43%	2,133	4,474	48%	Yes		0.91	RAf	1,942	4,625	42%
20	Palmer Lane	SH-44	w/o	Out	1323		67%	1,055		57%	2,341		52%	Yes		1.15	RAf	2,683		58%
20	Palmer Lane	SH-44	e/o	In	1302	1,945	67%	1,029	1,832	56%	2,323	4,408	53%	Yes		1.15	RAf	2,672	4,548	59%
20	Palmer Lane	SH-44	e/o	Out	643		33%	803		44%	2,085		47%	Yes		0.90	RAf	1,876		41%
20	Palmer Lane	Palmer Ln	n/o	In	23	34	66%	75	131	57%	705	1,464	48%	Yes		0.86	MRATIO	605	1,279	47%
20	Palmer Lane	Palmer Ln	n/o	Out	12		34%	56		43%	759		52%	Yes		0.89	MRATIO	674		53%
20	Palmer Lane	Palmer Ln	s/o	In	8	14	57%	26	41	63%	219	380	58%	Yes		0.84	MRATIO	185	328	56%
20	Palmer Lane	Palmer Ln	s/o	Out	6		43%	15		37%	160		42%	Yes		0.89	MRATIO	143		44%
20	**Palmer Lane**			**Total**	**3,968**			**3,857**			**10,726**					**1.01**		**10,780**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
21	Moon Valley Road	SH-44	w/o	In	658	1,947	34%	803	1,832	44%	2,085	4,408	47%	Yes		0.91	RAf	1,896	4,552	42%
21	Moon Valley Road	SH-44	w/o	Out	1289		66%	1,029		56%	2,323		53%	Yes		1.14	RAf	2,656		58%
21	Moon Valley Road	SH-44	e/o	In	1312	1,998	66%	1,070	1,895	56%	2,645	4,865	54%	Yes		1.12	RAf	2,959	4,997	59%
21	Moon Valley Road	SH-44	e/o	Out	686		34%	825		44%	2,220		46%	Yes		0.92	RAf	2,038		41%
21			n/o	In																
21			n/o	Out																
21	Moon Valley Road	Moon Valley Rd	s/o	In	25	46	55%	22	62	35%	121	401	30%	Yes		1.04	RAf	126	379	33%
21	Moon Valley Road	Moon Valley Rd	s/o	Out	21		45%	40		65%	280		70%	Yes		0.90	RAf	253		67%
21	**Moon Valley Road**			**Total**	**3,994**			**3,789**			**9,674**					**1.03**		**9,928**		
22	Linder Road	SH-44	w/o	In	655	1,964	33%	825	1,895	44%	2,220	4,865	46%	Yes		0.90	RAf	1,997	4,952	40%
22	Linder Road	SH-44	w/o	Out	1309		67%	1,070		56%	2,645		54%	Yes		1.12	RAf	2,955		60%
22	Linder Road	SH-44	e/o	In	1590	2,502	64%	1,723	2,923	59%	2,178	4,465	49%	Yes		0.93	RAf	2,031	3,962	51%
22	Linder Road	SH-44	e/o	Out	912		36%	1,200		41%	2,287		51%	Yes		0.84	RAf	1,931		49%
22	Linder Road	Linder Rd	n/o	In	480	890	54%	291	812	36%	1,660	3,589	46%	Yes		1.16	RAf	1,927	3,705	52%
22	Linder Road	Linder Rd	n/o	Out	410		46%	521		64%	1,929		54%	Yes		0.92	RAf	1,778		48%
22	Linder Road	Linder Rd	s/o	In	670	1,433	47%	510	1,068	48%	3,003	5,399	56%	Yes		1.08	RAf	3,229	5,909	55%
22	Linder Road	Linder Rd	s/o	Out	764		53%	558		52%	2,396		44%	Yes		1.12	RAf	2,680		45%
22	**Linder Road**			**Total**	**6,789**			**6,698**			**18,318**					**1.01**		**18,528**		
23	Park Lane	SH-44	w/o	In	923	2,576	36%	1,200	2,923	41%	2,287	4,465	51%	Yes		0.85	RAf	1,944	4,045	48%
23	Park Lane	SH-44	w/o	Out	1653		64%	1,723		59%	2,178		49%	Yes		0.96	RAf	2,101		52%
23	Park Lane	SH-44	e/o	In	1702	2,669	64%	1,746	2,984	59%	2,267	4,362	52%	Yes		0.98	RAf	2,218	3,987	56%
23	Park Lane	SH-44	e/o	Out	967		36%	1,238		41%	2,095		48%	Yes		0.84	RAf	1,769		44%
23	Park Lane	Park Ln	n/o	In	183	372	49%	164	317	52%	289	733	39%	Yes		1.08	RAf	312	804	39%
23	Park Lane	Park Ln	n/o	Out	189		51%	153		48%	444		61%	Yes		1.11	RAf	492		61%
23	Park Lane	Park Ln	s/o	In	16	29	53%	18	33	55%	194	431	45%	Yes		0.98	RAf	190	426	45%
23	Park Lane	Park Ln	s/o	Out	14		47%	15		45%	237		55%	Yes		0.99	RAf	236		55%
23	**Park Lane**			**Total**	**5,646**			**6,257**			**9,991**					**0.93**		**9,262**		
24	Fisher Parkway	SH-44	w/o	In	947	2,666	36%	1,238	2,984	41%	2,095	4,362	48%	Yes		0.83	RAf	1,745	3,982	44%
24	Fisher Parkway	SH-44	w/o	Out	1719		64%	1,746		59%	2,267		52%	Yes		0.99	RAf	2,237		56%
24	Fisher Parkway	SH-44	e/o	In	1715	2,680	64%	1,735	2,981	58%	2,168	4,253	51%	Yes		0.99	RAf	2,146	3,893	55%
24	Fisher Parkway	SH-44	e/o	Out	964		36%	1,246		42%	2,085		49%	Yes		0.84	RAf	1,747		45%
24	Fisher Parkway	Fisher Prkwy	n/o	In	70	120	58%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	104	180	58%
24	Fisher Parkway	Fisher Prkwy	n/o	Out	51		42%	0		0%	0		0%	Growth Rate	1.5%	1.49	GR	76		42%
24	Fisher Parkway	Fisher Prkwy	s/o	In	17	31	53%	57	94	61%	291	514	57%	None		1.00	NONE	291	514	57%
24	Fisher Parkway	Fisher Prkwy	s/o	Out	15		47%	37		39%	224		43%	None		1.00	NONE	224		43%
24	**Fisher Parkway**			**Total**	**5,497**			**6,059**			**9,129**					**0.94**		**8,569**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
25	Old State Street	SH-44	w/o	In	1000	2,751	36%	1,252	3,040	41%	2,074	4,260	49%	Yes		0.85	RAf	1,772	3,918	45%
25	Old State Street	SH-44	w/o	Out	1751		64%	1,788		59%	2,186		51%	Yes		0.98	RAf	2,146		55%
25	Old State Street	SH-44	e/o	In	1624	2,507	65%	1,774	2,956	60%	1,907	3,610	53%	Yes		0.92	RAf	1,752	3,110	56%
25	Old State Street	SH-44	e/o	Out	883		35%	1,182		40%	1,703		47%	Yes		0.80	RAf	1,358		44%
25	Old State Street	Old State St	n/o	In	286	562	51%	330	716	46%	601	1,279	47%	Yes		0.91	RAf	547	1,092	50%
25	Old State Street	Old State St	n/o	Out	276		49%	386		54%	678		53%	Yes		0.80	RAf	545		50%
25			s/o	In																
25			s/o	Out																
25	**Old State Street**			**Total**	**5,821**			**6,712**			**9,149**					**0.89**		**8,120**		
26	Eagle Road	SH-44	w/o	In	847	2,406	35%	1,182	2,956	40%	1,703	3,610	47%	Yes		0.77	RAf	1,317	3,002	44%
26	Eagle Road	SH-44	w/o	Out	1559		65%	1,774		60%	1,907		53%	Yes		0.88	RAf	1,685		56%
26	Eagle Road	SH-44	e/o	In	1503	2,589	58%	1,635	2,919	56%	2,172	4,373	50%	Yes		0.93	RAf	2,024	3,985	51%
26	Eagle Road	SH-44	e/o	Out	1085		42%	1,284		44%	2,201		50%	Yes		0.89	RAf	1,961		49%
26	Eagle Road	Eagle Rd	n/o	In	894	1,927	46%	1,057	2,100	50%	1,267	2,585	49%	Yes		0.86	RAf	1,090	2,398	45%
26	Eagle Road	Eagle Rd	n/o	Out	1034		54%	1,043		50%	1,318		51%	Yes		0.99	RAf	1,308		55%
26	Eagle Road	Eagle Rd	s/o	In	1906	3,379	56%	2,009	3,791	53%	2,470	4,675	53%	Yes		0.95	RAf	2,358	4,224	56%
26	Eagle Road	Eagle Rd	s/o	Out	1473		44%	1,782		47%	2,205		47%	Yes		0.85	RAf	1,866		44%
26	**Eagle Road**			**Total**	**10,301**			**11,766**			**15,243**					**0.89**		**13,609**		
27	SH-44 Bypass (West)	SH-44	w/o	In	443	789	56%	498	819	61%	1,746	2,667	65%	Yes		0.96	RAf	1,671	2,626	64%
27	SH-44 Bypass (West)	SH-44	w/o	Out	347		44%	321		39%	921		35%	Yes		1.04	RAf	955		36%
27	SH-44 Bypass (West)	SH-44	e/o	In	383	852	45%	320	812	39%	89	611	15%	None		1.00	NONE	89	611	15%
27	SH-44 Bypass (West)	SH-44	e/o	Out	469		55%	492		61%	522		85%	None		1.00	NONE	522		85%
27			s/o	In																
27			s/o	Out																
27	SH-44 Bypass (West)	SH-44 Bypass	s/o	In							731	1,723	42%	Override		0.98	OVERRIDE	715	1,726	41%
27	SH-44 Bypass (West)	SH-44 Bypass	s/o	Out							992		58%	Override		1.02	OVERRIDE	1,010		59%
27	**SH-44 Bypass (West)**			**Total**							**5,001**					**0.99**		**4,963**		
28	Emmett Rd (Bypass)	SH-44 Bypass	w/o	In							995	1,726	58%	Override		1.02	OVERRIDE	1,013	1,729	59%
28	Emmett Rd (Bypass)	SH-44 Bypass	w/o	Out							731		42%	Override		0.98	OVERRIDE	715		41%
28	Emmett Rd (Bypass)	SH-44 Bypass	e/o	In							780	1,837	42%	Override		0.98	OVERRIDE	763	1,840	41%
28	Emmett Rd (Bypass)	SH-44 Bypass	e/o	Out							1,057		58%	Override		1.02	OVERRIDE	1,077		59%
28	Emmett Rd (Bypass)	Emmett Rd	n/o	In							65	117	56%	None		1.00	NONE	65	117	56%
28	Emmett Rd (Bypass)	Emmett Rd	n/o	Out							52		44%	None		1.00	NONE	52		44%
28	Emmett Rd (Bypass)	Emmett Rd	s/o	In							6	18	33%	None		1.00	NONE	6	18	33%
28	Emmett Rd (Bypass)	Emmett Rd	s/o	Out							12		67%	None		1.00	NONE	12		67%
28	**Emmett Rd (Bypass)**			**Total**							**3,698**					**1.00**		**3,703**		

2045 Build
4-5 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2018 4-5 PM	2045 4-5 PM	2045 4-5 PM	2045 4-5 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
29	Cemetery Rd (Bypass)	SH-44 Bypass	w/o	In							1,057	1,837	58%	Override		1.02	OVERRIDE	1,077	1,840	59%
29	Cemetery Rd (Bypass)	SH-44 Bypass	w/o	Out							780		42%	Override		0.98	OVERRIDE	763		41%
29	Cemetery Rd (Bypass)	SH-44 Bypass	e/o	In							834	1,777	47%	Override		0.98	OVERRIDE	816	1,776	46%
29	Cemetery Rd (Bypass)	SH-44 Bypass	e/o	Out							943		53%	Override		1.02	OVERRIDE	960		54%
29	Cemetery Rd (Bypass)	Cemetery Rd	n/o	In							79	262	30%	None		1.00	NONE	79	262	30%
29	Cemetery Rd (Bypass)	Cemetery Rd	n/o	Out							183		70%	None		1.00	NONE	183		70%
29	Cemetery Rd (Bypass)	Cemetery Rd	s/o	In							34	90	38%	None		1.00	NONE	34	90	38%
29	Cemetery Rd (Bypass)	Cemetery Rd	s/o	Out							56		62%	None		1.00	NONE	56		62%
29	**Cemetery Rd (Bypass)**			**Total**							**3,966**					**1.00**		**3,968**		
30	Crane Creek Wy (Bypass)	SH-44 Bypass	w/o	In							943	1,777	53%	Override		1.02	OVERRIDE	960	1,776	54%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	w/o	Out							834		47%	Override		0.98	OVERRIDE	816		46%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	e/o	In							800	1,768	45%	Override		0.98	OVERRIDE	783	1,769	44%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	e/o	Out							968		55%	Override		1.02	OVERRIDE	986		56%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	n/o	In							78	184	42%	None		1.00	NONE	78	184	42%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	n/o	Out							106		58%	None		1.00	NONE	106		58%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	s/o	In							23	69	33%	None		1.00	NONE	23	69	33%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	s/o	Out							46		67%	None		1.00	NONE	46		67%
30	**Crane Creek Wy (Bypass)**			**Total**							**3,798**					**1.00**		**3,798**		
31	N. Middleton Rd (Bypass)	SH-44 Bypass	w/o	In							968	1,768	55%	Override		1.10	OVERRIDE	1,066	1,882	57%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	w/o	Out							800		45%	Override		1.02	OVERRIDE	816		43%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	e/o	In							857	1,846	46%	Override		1.02	OVERRIDE	874	1,963	45%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	e/o	Out							989		54%	Override		1.10	OVERRIDE	1,089		55%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	n/o	In							468	1,016	46%	None		1.00	NONE	468	1,016	46%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	n/o	Out							548		54%	None		1.00	NONE	548		54%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	s/o	In							751	1,396	54%	None		1.00	NONE	751	1,396	54%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	s/o	Out							645		46%	None		1.00	NONE	645		46%
31	**N. Middleton Rd (Bypass)**			**Total**							**6,026**					**1.04**		**6,257**		
32	SH-44 Bypass (East)	SH-44	w/o	In	449	972	46%	362	722	50%	180	428	42%	None		1.00	NONE	180	428	42%
32	SH-44 Bypass (East)	SH-44	w/o	Out	523		54%	360		50%	248		58%	None		1.00	NONE	248		58%
32	SH-44 Bypass (East)	SH-44	e/o	In	456	838	54%	360	722	50%	1,290	2,706	48%	Yes		1.10	RAf	1,421	2,865	50%
32	SH-44 Bypass (East)	SH-44	e/o	Out	382		46%	362		50%	1,416		52%	Yes		1.02	RAf	1,444		50%
32			s/o	In																
32			s/o	Out																
32	SH-44 Bypass (East)	SH-44 Bypass	s/o	In							989	1,846	54%	Override		1.10	OVERRIDE	1,089	1,963	55%
32	SH-44 Bypass (East)	SH-44 Bypass	s/o	Out							857		46%	Override		1.02	OVERRIDE	874		45%
32	**SH-44 Bypass (East)**			**Total**							**4,980**					**1.06**		**5,256**		

2045 Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
1	Old Highway 30	SH-44	w/o	In	806	1,315	61%	921	1,412	65%	1,765	2,855	62%	Yes		0.92	RAf	1,623	2,736	59%
1	Old Highway 30	SH-44	w/o	Out	509		39%	491		35%	1,090		38%	Yes		1.02	RAf	1,113		41%
1	Old Highway 30	SH-44	e/o	In	413	932	44%	390	1,060	37%	1,026	3,119	33%	Yes		1.03	RAf	1,057	2,948	36%
1	Old Highway 30	SH-44	e/o	Out	519		56%	670		63%	2,093		67%	Yes		0.90	RAf	1,891		64%
1	Old Highway 30	Old Hwy 30	n/o	In	231	670	34%	156	459	34%	222	687	32%	Yes		1.39	RAf	308	934	33%
1	Old Highway 30	Old Hwy 30	n/o	Out	440		66%	303		66%	465		68%	Yes		1.35	RAf	626		67%
1	Old Highway 30	Old Hwy 30	s/o	In	68	117	58%	31	65	48%	918	980	94%	Yes		1.04	DIFF	955	1,036	92%
1	Old Highway 30	Old Hwy 30	s/o	Out	49		42%	34		52%	62		6%	Yes		1.31	RAf	81		8%
1	**Old Highway 30**			**Total**	**3,035**			**2,996**			**7,641**					**1.00**		**7,654**		
2	Channel Road	SH-44	w/o	In	535	960	56%	607	956	63%	2,039	3,034	67%	Yes		0.95	RAf	1,942	3,039	64%
2	Channel Road	SH-44	w/o	Out	426		44%	349		37%	995		33%	Yes		1.10	RAf	1,097		36%
2	Channel Road	SH-44	e/o	In	435	989	44%	340	910	37%	991	3,007	33%	Yes		1.13	RAf	1,118	3,111	36%
2	Channel Road	SH-44	e/o	Out	553		56%	570		63%	2,016		67%	Yes		0.99	RAf	1,993		64%
2			n/o	In																
2			n/o	Out																
2	Channel Road	Channel Rd	s/o	In	24	39	62%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.29	GR	31	50	62%
2	Channel Road	Channel Rd	s/o	Out	15		38%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	19		38%
2	**Channel Road**			**Total**	**1,988**			**1,866**			**6,041**					**1.03**		**6,200**		
3	Canyon Lane	SH-44	w/o	In	562	991	57%	570	910	63%	2,016	3,007	67%	Yes		0.99	RAf	2,005	3,115	64%
3	Canyon Lane	SH-44	w/o	Out	429		43%	340		37%	991		33%	Yes		1.12	RAf	1,110		36%
3	Canyon Lane	SH-44	e/o	In	426	984	43%	340	910	37%	991	3,007	33%	Yes		1.12	RAf	1,106	3,107	36%
3	Canyon Lane	SH-44	e/o	Out	559		57%	570		63%	2,016		67%	Yes		0.99	RAf	2,001		64%
3	Canyon Lane	Canyon Ln	n/o	In	17	33	50%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.32	GR	22	44	50%
3	Canyon Lane	Canyon Ln	n/o	Out	17		50%	0		0%	0		0%	Growth Rate	1.0%	1.32	GR	22		50%
3			s/o	In																
3			s/o	Out																
3	**Canyon Lane**			**Total**	**2,009**			**1,820**			**6,014**					**1.04**		**6,266**		
4	Emmett Road	SH-44	w/o	In	571	1,023	56%	564	903	62%	573	663	86%	Yes		1.01	RAf	580	742	78%
4	Emmett Road	SH-44	w/o	Out	452		44%	339		38%	90		14%	Yes		1.80	RAf	162		22%
4	Emmett Road	SH-44	e/o	In	474	989	48%	331	810	41%	46	472	10%	Yes		2.78	RAf	128	588	22%
4	Emmett Road	SH-44	e/o	Out	515		52%	479		59%	426		90%	Yes		1.08	RAf	460		78%
4	Emmett Road	Emmett Rd	n/o	In	115	308	37%	104	285	36%	159	419	38%	Yes		1.08	RAf	172	446	39%
4	Emmett Road	Emmett Rd	n/o	Out	193		63%	181		64%	260		62%	Yes		1.05	RAf	274		61%
4	Emmett Road	Emmett Rd	s/o	In	0	0	0%	0	0	0%	76	143	53%	None		1.00	NONE	76	143	53%
4	Emmett Road	Emmett Rd	s/o	Out	0		0%	0		0%	67		47%	None		1.00	NONE	67		47%
4	**Emmett Road**			**Total**	**2,320**			**1,998**			**1,697**					**1.13**		**1,919**		

2045 Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
5	Hartley Lane	SH-44	w/o	In	502	997	50%	479	810	59%	426	472	90%	Yes		1.05	RAf	448	587	76%
5	Hartley Lane	SH-44	w/o	Out	494		50%	331		41%	46		10%	Yes		3.02	RAf	139		24%
5	Hartley Lane	SH-44	e/o	In	557	1,026	54%	328	804	41%	42	461	9%	Yes		4.07	RAf	171	584	29%
5	Hartley Lane	SH-44	e/o	Out	469		46%	476		59%	419		91%	Yes		0.99	RATIO	413		71%
5	Hartley Lane	Hartley Ln	n/o	In	113	320	35%	0	0	0%	0	0	0%	Growth Rate	2.0%	1.71	GR	192	547	35%
5	Hartley Lane	Hartley Ln	n/o	Out	208		65%	0		0%	0		0%	Growth Rate	2.0%	1.71	GR	355		65%
5			s/o	In																
5			s/o	Out																
5	**Hartley Lane**			**Total**	**2,343**			**1,614**			**933**					**1.84**		**1,718**		
6	Cemetery Road	SH-44	w/o	In	494	1,072	46%	475	804	59%	339	347	98%	Yes		1.05	RAf	355	491	72%
6	Cemetery Road	SH-44	w/o	Out	578		54%	329		41%	8		2%	Yes		17.00	RAf	136		28%
6	Cemetery Road	SH-44	e/o	In	660	1,174	56%	421	859	49%	64	422	15%	Yes		3.16	RAf	202	629	32%
6	Cemetery Road	SH-44	e/o	Out	514		44%	438		51%	358		85%	Yes		1.19	RAf	427		68%
6	Cemetery Road	Cemetery Rd	n/o	In	115	291	40%	153	441	35%	184	556	33%	Yes		0.78	RAf	143	390	37%
6	Cemetery Road	Cemetery Rd	n/o	Out	176		60%	288		65%	372		67%	Yes		0.66	RAf	247		63%
6	Cemetery Road	Cemetery Rd	s/o	In	1	2	50%	77	149	52%	274	387	71%	None		1.00	NONE	274	387	71%
6	Cemetery Road	Cemetery Rd	s/o	Out	1		50%	72		48%	113		29%	None		1.00	NONE	113		29%
6	**Cemetery Road**			**Total**	**2,539**			**2,253**			**1,712**					**1.11**		**1,897**		
7	Hawthorne Drive	SH-44	w/o	In	566	1,226	46%	449	916	49%	349	439	79%	Yes		1.30	RAf	453	658	69%
7	Hawthorne Drive	SH-44	w/o	Out	660		54%	467		51%	90		21%	Yes		2.28	RAf	205		31%
7	Hawthorne Drive	SH-44	e/o	In	741	1,307	57%	460	905	51%	255	581	44%	Yes		1.86	RAf	474	906	52%
7	Hawthorne Drive	SH-44	e/o	Out	567		43%	445		49%	326		56%	Yes		1.33	RAf	432		48%
7	Hawthorne Drive	Hawthorne Dr	n/o	In	74	215	35%	31	83	37%	41	115	36%	Yes		2.05	DIFF	84	246	34%
7	Hawthorne Drive	Hawthorne Dr	n/o	Out	140		65%	52		63%	74		64%	Yes		2.19	DIFF	162		66%
7	Hawthorne Drive	Hawthorne Dr	s/o	In	34	81	42%	103	183	56%	192	549	35%	None		1.00	NONE	192	549	35%
7	Hawthorne Drive	Hawthorne Dr	s/o	Out	47		58%	80		44%	357		65%	None		1.00	NONE	357		65%
7	**Hawthorne Drive**			**Total**	**2,828**			**2,087**			**1,684**					**1.40**		**2,359**		
8	Dewey Avenue	SH-44	w/o	In	551	1,304	42%	420	865	49%	311	554	56%	Yes		1.37	RAf	425	906	47%
8	Dewey Avenue	SH-44	w/o	Out	753		58%	445		51%	243		44%	Yes		1.98	RAf	481		53%
8	Dewey Avenue	SH-44	e/o	In	779	1,317	59%	511	974	52%	274	618	44%	Yes		1.75	RAf	480	890	54%
8	Dewey Avenue	SH-44	e/o	Out	538		41%	463		48%	344		56%	Yes		1.19	RAf	410		46%
8	Dewey Avenue	Dewey Ave	n/o	In	34	92	36%	59	150	39%	45	92	49%	Yes		0.58	RATIO	26	56	46%
8	Dewey Avenue	Dewey Ave	n/o	Out	59		64%	91		61%	47		51%	Yes		0.64	RATIO	30		54%
8	Dewey Avenue	Dewey Ave	s/o	In	20	55	37%	0	0	0%	0	0	0%	Growth Rate	1.0%	1.29	GR	26	71	37%
8	Dewey Avenue	Dewey Ave	s/o	Out	35		63%	0		0%	0		0%	Growth Rate	1.0%	1.30	GR	45		63%
8	**Dewey Avenue**			**Total**	**2,769**			**1,989**			**1,264**					**1.52**		**1,923**		

2045 Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
9	S Middleton Road	SH-44	w/o	In	535	1,291	41%	463	974	48%	344	618	56%	Yes		1.18	RAf	407	869	47%
9	S Middleton Road	SH-44	w/o	Out	756		59%	511		52%	274		44%	Yes		1.69	RAf	462		53%
9	S Middleton Road	SH-44	e/o	In	612	1,304	47%	409	886	46%	329	709	46%	Yes		1.56	RAf	512	1,085	47%
9	S Middleton Road	SH-44	e/o	Out	692		53%	477		54%	380		54%	Yes		1.51	RAf	573		53%
9			n/o	In																
9			n/o	Out																
9	S Middleton Road	S Middleton Rd	s/o	In	653	1,005	65%	404	692	58%	30	63	48%	None		1.00	NONE	30	63	48%
9	S Middleton Road	S Middleton Rd	s/o	Out	352		35%	288		42%	33		52%	None		1.00	NONE	33		52%
9	**S Middleton Road**			**Total**	**3,600**			**2,552**			**1,390**					**1.45**		**2,017**		
10	N Middleton Road	SH-44	w/o	In	731	1,405	52%	477	886	54%	380	709	54%	Yes		1.60	RAf	608	1,177	52%
10	N Middleton Road	SH-44	w/o	Out	674		48%	409		46%	329		46%	Yes		1.73	RAf	569		48%
10	N Middleton Road	SH-44	e/o	In	586	1,075	54%	403	794	51%	291	546	53%	Yes		1.54	RAf	449	786	57%
10	N Middleton Road	SH-44	e/o	Out	490		46%	391		49%	255		47%	Yes		1.32	RAf	337		43%
10	N Middleton Road	N Middleton Rd	n/o	In	169	491	34%	191	557	34%	205	641	32%	Yes		0.89	RAf	183	571	32%
10	N Middleton Road	N Middleton Rd	n/o	Out	322		66%	366		66%	436		68%	Yes		0.89	RAf	388		68%
10	N Middleton Road	N Middleton Rd	s/o	In	3	5	60%	113	131	0%	569	1,036	55%	None		1.00	NONE	569	1,036	55%
10	N Middleton Road	N Middleton Rd	s/o	Out	2		40%	18		0%	467		45%	None		1.00	NONE	467		45%
10	**N Middleton Road**			**Total**	**2,976**			**2,368**			**2,932**					**1.22**		**3,570**		
11	Duff Lane	SH-44	w/o	In	419	1,000	42%	391	794	49%	1,642	3,055	54%	Yes		1.02	RAf	1,681	3,337	50%
11	Duff Lane	SH-44	w/o	Out	582		58%	403		51%	1,413		46%	Yes		1.17	RAf	1,656		50%
11	Duff Lane	SH-44	e/o	In	600	955	63%	426	765	56%	1,331	2,547	52%	Yes		1.18	RAf	1,565	2,803	56%
11	Duff Lane	SH-44	e/o	Out	355		37%	339		44%	1,216		48%	Yes		1.02	RAf	1,238		44%
11	Duff Lane	Duff Ln	n/o	In	75	227	33%	52	166	31%	131	563	23%	Yes		1.23	RAf	161	644	25%
11	Duff Lane	Duff Ln	n/o	Out	151		67%	114		69%	432		77%	Yes		1.12	RAf	483		75%
11	Duff Lane	Duff Ln	s/o	In	18	43	41%	19	51	37%	41	117	35%	Yes		0.98	RAf	40	107	37%
11	Duff Lane	Duff Ln	s/o	Out	25		59%	32		63%	76		65%	Yes		0.88	RAf	67		63%
11	**Duff Lane**			**Total**	**2,225**			**1,776**			**6,282**					**1.10**		**6,891**		
12	Lansing Lane	SH-44	w/o	In	352	950	37%	318	727	44%	1,146	2,435	47%	Yes		1.04	RAf	1,192	2,736	44%
12	Lansing Lane	SH-44	w/o	Out	599		63%	409		56%	1,289		53%	Yes		1.20	RAf	1,544		56%
12	Lansing Lane	SH-44	e/o	In	661	984	67%	549	889	62%	1,463	2,609	56%	Yes		1.10	RAf	1,611	2,733	59%
12	Lansing Lane	SH-44	e/o	Out	322		33%	340		38%	1,146		44%	Yes		0.98	RAf	1,122		41%
12	Lansing Lane	Lansing Ln	n/o	In	68	207	33%	94	296	32%	149	462	32%	Yes		0.80	RAf	119	358	33%
12	Lansing Lane	Lansing Ln	n/o	Out	139		67%	202		68%	313		68%	Yes		0.76	RAf	239		67%
12	Lansing Lane	Lansing Ln	s/o	In	21	65	33%	11	32	34%	14	44	32%	Yes		1.79	RAf	25	78	32%
12	Lansing Lane	Lansing Ln	s/o	Out	44		67%	21		66%	30		68%	Yes		1.77	DIFF	53		68%
12	**Lansing Lane**			**Total**	**2,205**			**1,944**			**5,550**					**1.06**		**5,905**		

2045 Build
5-6 PM

Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	2018 Counts (Seasonally Adjusted) 2018 5-6 PM Volume	2018 5-6 PM Approach Total	2018 5-6 PM Split	2018 Forecasts (Base) 2018 5-6 PM Volume	2018 5-6 PM Approach Total	2018 5-6 PM Split	2045 Forecasts (Build) 2045 5-6 PM Volume	2045 5-6 PM Approach Total	2045 5-6 PM Split	ADJUSTMENT OPTIONS Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	2045 ADJUSTED FORECASTS Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
13	Kingsbury Road	SH-44	w/o	In	322	990	33%	340	889	38%	1,146	2,609	44%	Yes		0.98	RAf	1,122	2,741	41%
13	Kingsbury Road	SH-44	w/o	Out	668		67%	549		62%	1,463		56%	Yes		1.11	RAf	1,619		59%
13	Kingsbury Road	SH-44	e/o	In	685	1,020	67%	608	974	62%	1,516	2,680	57%	Yes		1.07	RAf	1,616	2,739	59%
13	Kingsbury Road	SH-44	e/o	Out	335		33%	366		38%	1,164		43%	Yes		0.96	RAf	1,123		41%
13	Kingsbury Road	Kingsbury Rd	n/o	In	44	91	48%	40	113	35%	43	121	36%	Yes		1.09	RAf	47	99	47%
13	Kingsbury Road	Kingsbury Rd	n/o	Out	48		52%	73		65%	78		64%	Yes		0.67	RAf	52		53%
13			s/o	In																
13			s/o	Out																
13	**Kingsbury Road**			**Total**	**2,101**			**1,976**			**5,410**					**1.03**		**5,579**		
14	Blessinger Road	SH-44	w/o	In	345	1,025	34%	366	974	38%	1,164	2,680	43%	Yes		0.98	RAf	1,136	2,746	41%
14	Blessinger Road	SH-44	w/o	Out	680		66%	608		62%	1,516		57%	Yes		1.06	RAf	1,610		59%
14	Blessinger Road	SH-44	e/o	In	697	1,042	67%	615	970	63%	1,580	2,736	58%	Yes		1.07	RAf	1,687	2,830	60%
14	Blessinger Road	SH-44	e/o	Out	345		33%	355		37%	1,156		42%	Yes		0.99	RAf	1,143		40%
14	Blessinger Road	Blessinger Rd	n/o	In	31	78	40%	11	25	44%	13	74	18%	Yes		2.54	DIFF	33	127	26%
14	Blessinger Road	Blessinger Rd	n/o	Out	47		60%	14		56%	61		82%	Yes		1.54	DIFF	94		74%
14	Blessinger Road	Blessinger Rd	s/o	In	5	12	42%	30	74	41%	50	126	40%	None		1.00	NONE	50	126	40%
14	Blessinger Road	Blessinger Rd	s/o	Out	7		58%	44		59%	76		60%	None		1.00	NONE	76		60%
14	**Blessinger Road**			**Total**	**2,158**			**2,043**			**5,616**					**1.04**		**5,829**		
15	Can Ada Road	SH-44	w/o	In	340	1,045	33%	356	976	36%	1,159	2,758	42%	Yes		0.98	RAf	1,138	2,848	40%
15	Can Ada Road	SH-44	w/o	Out	705		67%	620		64%	1,599		58%	Yes		1.07	RAf	1,710		60%
15	Can Ada Road	SH-44	e/o	In	776	1,141	68%	701	1,083	65%	1,803	2,880	63%	Yes		1.05	RAf	1,901	2,956	64%
15	Can Ada Road	SH-44	e/o	Out	365		32%	382		35%	1,077		37%	Yes		0.98	RAf	1,055		36%
15	Can Ada Road	Can Ada Rd	n/o	In	72	190	38%	78	210	37%	231	750	31%	Yes		0.97	RAf	223	724	31%
15	Can Ada Road	Can Ada Rd	n/o	Out	119		62%	132		63%	519		69%	Yes		0.97	RAf	501		69%
15			s/o	In																
15			s/o	Out																
15	**Can Ada Road**			**Total**	**2,376**			**2,269**			**6,388**					**1.02**		**6,528**		
16	Highbrook Way	SH-44	w/o	In	365	1,136	32%	382	1,083	35%	1,077	2,880	37%	Yes		0.98	RAf	1,055	2,950	36%
16	Highbrook Way	SH-44	w/o	Out	771		68%	701		65%	1,803		63%	Yes		1.05	RAf	1,895		64%
16	Highbrook Way	SH-44	e/o	In	831	1,248	67%	701	1,085	65%	1,841	2,952	62%	Yes		1.09	RAf	2,011	3,166	64%
16	Highbrook Way	SH-44	e/o	Out	417		33%	384		35%	1,111		38%	Yes		1.04	RAf	1,155		36%
16			n/o	In																
16			n/o	Out																
16	Highbrook Way	Highbrook Wy	s/o	In	84	175	48%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	126	262	48%
16	Highbrook Way	Highbrook Wy	s/o	Out	91		52%	0		0%	0		0%	Growth Rate	1.5%	1.49	GR	136		52%
16	**Highbrook Way**			**Total**	**2,559**			**2,168**			**5,832**					**1.09**		**6,378**		

2045 Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
17	Star Road	SH-44	w/o	In	424	1,251	34%	403	1,098	37%	1,216	3,262	37%	Yes		1.02	RAf	1,245	3,467	36%
17	Star Road	SH-44	w/o	Out	827		66%	695		63%	2,046		63%	Yes		1.09	RAf	2,222		64%
17	Star Road	SH-44	e/o	In	785	1,250	63%	576	930	62%	1,224	2,361	52%	Yes		1.22	RAf	1,489	2,775	54%
17	Star Road	SH-44	e/o	Out	465		37%	354		38%	1,137		48%	Yes		1.13	RAf	1,286		46%
17	Star Road	Star Rd	n/o	In	252	626	40%	236	615	38%	375	950	39%	Yes		1.05	RAf	394	963	41%
17	Star Road	Star Rd	n/o	Out	374		60%	379		62%	575		61%	Yes		0.99	RAf	569		59%
17	Star Road	Star Rd	s/o	In	580	957	61%	549	886	62%	1,922	3,045	63%	Yes		1.02	RAf	1,965	3,142	63%
17	Star Road	Star Rd	s/o	Out	377		39%	337		38%	1,123		37%	Yes		1.05	RAf	1,177		37%
17	**Star Road**			**Total**	**4,084**			**3,529**			**9,618**					**1.08**		**10,347**		
18	N Plummer Road	SH-44	w/o	In	399	1,265	32%	513	1,411	36%	1,150	2,769	42%	Yes		0.87	RAf	1,005	2,585	39%
18	N Plummer Road	SH-44	w/o	Out	866		68%	898		64%	1,619		58%	Yes		0.98	RAf	1,580		61%
18	N Plummer Road	SH-44	e/o	In	979	1,425	69%	973	1,539	63%	1,971	3,151	63%	Yes		1.00	RAf	1,978	3,008	66%
18	N Plummer Road	SH-44	e/o	Out	447		31%	566		37%	1,180		37%	Yes		0.87	RAf	1,030		34%
18	N Plummer Road	N Plummer Rd	n/o	In	72	214	34%	92	205	45%	393	1,061	37%	Yes		0.93	RAf	366	1,074	34%
18	N Plummer Road	N Plummer Rd	n/o	Out	142		66%	113		55%	667		63%	Yes		1.06	RAf	708		66%
18	N Plummer Road	N Plummer Rd	s/o	In	26	48	55%	0	0	0%	0	0	0%	Growth Rate	3.0%	2.24	GR	59	106	56%
18	N Plummer Road	N Plummer Rd	s/o	Out	21		45%	0		0%	0		0%	Growth Rate	3.0%	2.21	GR	47		44%
18	**N Plummer Road**			**Total**	**2,952**			**3,155**			**6,981**					**0.97**		**6,773**		
19	SH-16	SH-44	w/o	In	486	1,468	33%	571	1,544	37%	1,184	3,154	38%	Yes		0.91	RAf	1,077	3,058	35%
19	SH-16	SH-44	w/o	Out	982		67%	973		63%	1,970		62%	Yes		1.01	RAf	1,981		65%
19	SH-16	SH-44	e/o	In	1402	2,043	69%	1,076	1,929	56%	2,428	4,597	53%	Yes		1.17	RAf	2,845	4,738	60%
19	SH-16	SH-44	e/o	Out	641		31%	853		44%	2,169		47%	Yes		0.87	RAf	1,893		40%
19	SH-16	SH-16	n/o	In	408	1,160	35%	551	1,291	43%	1,226	2,557	48%	Yes		0.85	RAf	1,044	2,390	44%
19	SH-16	SH-16	n/o	Out	752		65%	740		57%	1,331		52%	Yes		1.01	RAf	1,346		56%
19	SH-16	SH-16	s/o	In	741	1,402	53%	1,025	1,682	61%	2,716	4,826	56%	Yes		0.86	RAf	2,344	4,459	53%
19	SH-16	SH-16	s/o	Out	661		47%	657		39%	2,110		44%	Yes		1.00	RAf	2,115		47%
19	**SH-16**			**Total**	**6,073**			**6,446**			**15,134**					**0.97**		**14,645**		
20	Palmer Lane	SH-44	w/o	In	683	2,143	32%	853	1,929	44%	2,169	4,597	47%	Yes		0.90	RAf	1,948	4,867	40%
20	Palmer Lane	SH-44	w/o	Out	1460		68%	1,076		56%	2,428		53%	Yes		1.20	RAf	2,919		60%
20	Palmer Lane	SH-44	e/o	In	1430	2,109	68%	1,047	1,902	55%	2,460	4,583	54%	Yes		1.20	RAf	2,953	4,847	61%
20	Palmer Lane	SH-44	e/o	Out	678		32%	855		45%	2,123		46%	Yes		0.89	RAf	1,894		39%
20	Palmer Lane	Palmer Ln	n/o	In	35	47	75%	70	123	57%	680	1,474	46%	Yes		0.93	RAf	630	1,345	47%
20	Palmer Lane	Palmer Ln	n/o	Out	12		25%	53		43%	795		54%	Yes		0.90	MRATIO	715		53%
20	Palmer Lane	Palmer Ln	s/o	In	6	12	50%	29	44	66%	237	399	59%	Yes		0.82	MRATIO	194	339	57%
20	Palmer Lane	Palmer Ln	s/o	Out	6		50%	15		34%	162		41%	Yes		0.89	MRATIO	145		43%
20	**Palmer Lane**			**Total**	**4,311**			**3,998**			**11,054**					**1.03**		**11,398**		

2045 Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
21	Moon Valley Road	SH-44	w/o	In	649	2,067	31%	855	1,902	45%	2,123	4,583	46%	Yes		0.87	RAf	1,856	4,794	39%
21	Moon Valley Road	SH-44	w/o	Out	1418		69%	1,047		55%	2,460		54%	Yes		1.19	RAf	2,938		61%
21	Moon Valley Road	SH-44	e/o	In	1448	2,123	68%	1,089	1,967	55%	2,799	5,059	55%	Yes		1.17	RAf	3,268	5,264	62%
21	Moon Valley Road	SH-44	e/o	Out	676		32%	878		45%	2,260		45%	Yes		0.88	RAf	1,996		38%
21			n/o	In																
21			n/o	Out																
21	Moon Valley Road	Moon Valley Rd	s/o	In	26	57	47%	23	65	35%	122	418	29%	Yes		1.05	RAf	128	407	31%
21	Moon Valley Road	Moon Valley Rd	s/o	Out	30		53%	42		65%	295		71%	Yes		0.94	RAf	279		69%
21	**Moon Valley Road**			**Total**	**4,247**			**3,934**			**10,060**					**1.04**		**10,465**		
22	Linder Road	SH-44	w/o	In	683	2,150	32%	878	1,967	45%	2,260	5,059	45%	Yes		0.89	RAf	2,006	5,298	38%
22	Linder Road	SH-44	w/o	Out	1467		68%	1,089		55%	2,799		55%	Yes		1.18	RAf	3,292		62%
22	Linder Road	SH-44	e/o	In	1912	2,833	67%	1,796	3,071	58%	2,242	4,538	49%	Yes		1.06	RAf	2,370	4,234	56%
22	Linder Road	SH-44	e/o	Out	921		33%	1,275		42%	2,296		51%	Yes		0.81	RAf	1,864		44%
22	Linder Road	Linder Rd	n/o	In	424	878	48%	304	863	35%	1,684	3,714	45%	Yes		1.10	RAf	1,853	3,740	50%
22	Linder Road	Linder Rd	n/o	Out	454		52%	559		65%	2,029		55%	Yes		0.93	RAf	1,887		50%
22	Linder Road	Linder Rd	s/o	In	667	1,510	44%	540	1,136	48%	3,134	5,545	57%	Yes		1.06	RAf	3,314	6,065	55%
22	Linder Road	Linder Rd	s/o	Out	843		56%	596		52%	2,412		43%	Yes		1.14	RAf	2,751		45%
22	**Linder Road**			**Total**	**7,371**			**7,037**			**18,856**					**1.03**		**19,337**		
23	Park Lane	SH-44	w/o	In	957	2,860	33%	1,275	3,071	42%	2,296	4,538	51%	Yes		0.83	RAf	1,908	4,267	45%
23	Park Lane	SH-44	w/o	Out	1902		67%	1,796		58%	2,242		49%	Yes		1.05	RAf	2,359		55%
23	Park Lane	SH-44	e/o	In	1953	2,935	67%	1,897	3,194	59%	2,341	4,414	53%	Yes		1.03	RAf	2,403	4,102	59%
23	Park Lane	SH-44	e/o	Out	982		33%	1,297		41%	2,073		47%	Yes		0.82	RAf	1,699		41%
23	Park Lane	Park Ln	n/o	In	178	385	46%	166	413	40%	309	825	37%	Yes		1.05	RAf	324	790	41%
23	Park Lane	Park Ln	n/o	Out	207		54%	247		60%	516		63%	Yes		0.90	RAf	466		59%
23	Park Lane	Park Ln	s/o	In	15	27	54%	18	33	55%	194	429	45%	Yes		0.98	RAf	190	422	45%
23	Park Lane	Park Ln	s/o	Out	13		46%	15		45%	235		55%	Yes		0.99	RAf	232		55%
23	**Park Lane**			**Total**	**6,207**			**6,711**			**10,206**					**0.94**		**9,581**		
24	Fisher Parkway	SH-44	w/o	In	965	2,932	33%	1,297	3,194	41%	2,073	4,414	47%	Yes		0.81	RAf	1,679	4,097	41%
24	Fisher Parkway	SH-44	w/o	Out	1967		67%	1,897		59%	2,341		53%	Yes		1.03	RAf	2,418		59%
24	Fisher Parkway	SH-44	e/o	In	1965	2,949	67%	1,885	3,191	59%	2,235	4,301	52%	Yes		1.04	RAf	2,322	4,007	58%
24	Fisher Parkway	SH-44	e/o	Out	984		33%	1,306		41%	2,066		48%	Yes		0.82	RAf	1,685		42%
24	Fisher Parkway	Fisher Prkwy	n/o	In	73	130	56%	0	0	0%	0	0	0%	Growth Rate	1.5%	1.50	GR	110	195	56%
24	Fisher Parkway	Fisher Prkwy	n/o	Out	57		44%	0		0%	0		0%	Growth Rate	1.5%	1.50	GR	85		44%
24	Fisher Parkway	Fisher Prkwy	s/o	In	12	20	60%	54	88	61%	286	497	57%	None		1.00	NONE	286	497	57%
24	Fisher Parkway	Fisher Prkwy	s/o	Out	8		40%	34		39%	211		43%	None		1.00	NONE	211		43%
24	**Fisher Parkway**			**Total**	**6,031**			**6,473**			**9,212**					**0.95**		**8,796**		

2045 Build 5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
25	Old State Street	SH-44	w/o	In	971	2,956	33%	1,312	3,251	40%	2,055	4,307	48%	Yes		0.80	RAf	1,653	3,954	42%
25	Old State Street	SH-44	w/o	Out	1984		67%	1,939		60%	2,252		52%	Yes		1.02	RAf	2,301		58%
25	Old State Street	SH-44	e/o	In	1813	2,687	67%	1,868	3,099	60%	2,038	3,752	54%	Yes		0.97	RAf	1,981	3,288	60%
25	Old State Street	SH-44	e/o	Out	874		33%	1,231		40%	1,714		46%	Yes		0.76	RAf	1,307		40%
25	Old State Street	Old State St	n/o	In	305	536	57%	392	793	49%	590	1,302	45%	Yes		0.83	RAf	489	994	49%
25	Old State Street	Old State St	n/o	Out	231		43%	401		51%	712		55%	Yes		0.71	RAf	505		51%
25			s/o	In																
25			s/o	Out																
25	**Old State Street**			**Total**	**6,181**			**7,143**			**9,361**					**0.88**		**8,236**		
26	Eagle Road	SH-44	w/o	In	899	2,588	35%	1,231	3,099	40%	1,714	3,752	46%	Yes		0.78	RAf	1,335	3,187	42%
26	Eagle Road	SH-44	w/o	Out	1689		65%	1,868		60%	2,038		54%	Yes		0.91	RAf	1,852		58%
26	Eagle Road	SH-44	e/o	In	1570	2,727	58%	1,718	3,056	56%	2,221	4,427	50%	Yes		0.93	RAf	2,057	4,047	51%
26	Eagle Road	SH-44	e/o	Out	1157		42%	1,338		44%	2,206		50%	Yes		0.90	RAf	1,990		49%
26	Eagle Road	Eagle Rd	n/o	In	811	1,804	45%	1,033	2,095	49%	1,242	2,568	48%	Yes		0.81	RAf	1,002	2,252	44%
26	Eagle Road	Eagle Rd	n/o	Out	993		55%	1,062		51%	1,326		52%	Yes		0.94	RAf	1,250		56%
26	Eagle Road	Eagle Rd	s/o	In	1986	3,412	58%	2,094	3,902	54%	2,583	4,788	54%	Yes		0.95	RAf	2,465	4,254	58%
26	Eagle Road	Eagle Rd	s/o	Out	1426		42%	1,808		46%	2,205		46%	Yes		0.81	RAf	1,789		42%
26	**Eagle Road**			**Total**	**10,531**			**12,152**			**15,535**					**0.88**		**13,740**		
27	SH-44 Bypass (West)	SH-44	w/o	In	559	984	57%	570	910	63%	2,016	3,007	67%	Yes		0.99	RAf	2,001	3,107	64%
27	SH-44 Bypass (West)	SH-44	w/o	Out	426		43%	340		37%	991		33%	Yes		1.12	RAf	1,106		36%
27	SH-44 Bypass (West)	SH-44	e/o	In	452	1,023	44%	339	903	38%	90	612	15%	None		1.00	NONE	90	612	15%
27	SH-44 Bypass (West)	SH-44	e/o	Out	571		56%	564		62%	522		85%	None		1.00	NONE	522		85%
27			s/o	In																
27			s/o	Out																
27	SH-44 Bypass (West)	SH-44 Bypass	s/o	In							786	1,943	40%	Override		1.00	OVERRIDE	783	2,007	39%
27	SH-44 Bypass (West)	SH-44 Bypass	s/o	Out							1,157		60%	Override		1.06	OVERRIDE	1,224		61%
27	**SH-44 Bypass (West)**			**Total**							**5,562**					**1.03**		**5,726**		
28	Emmett Rd (Bypass)	SH-44 Bypass	w/o	In							1,160	1,946	60%	Override		1.06	OVERRIDE	1,227	2,010	61%
28	Emmett Rd (Bypass)	SH-44 Bypass	w/o	Out							786		40%	Override		1.00	OVERRIDE	783		39%
28	Emmett Rd (Bypass)	SH-44 Bypass	e/o	In							854	2,091	41%	Override		1.00	OVERRIDE	851	2,160	39%
28	Emmett Rd (Bypass)	SH-44 Bypass	e/o	Out							1,237		59%	Override		1.06	OVERRIDE	1,309		61%
28	Emmett Rd (Bypass)	Emmett Rd	n/o	In							67	143	47%	None		1.00	NONE	67	143	47%
28	Emmett Rd (Bypass)	Emmett Rd	n/o	Out							76		53%	None		1.00	NONE	76		53%
28	Emmett Rd (Bypass)	Emmett Rd	s/o	In							7	20	35%	None		1.00	NONE	7	20	35%
28	Emmett Rd (Bypass)	Emmett Rd	s/o	Out							13		65%	None		1.00	NONE	13		65%
28	**Emmett Rd (Bypass)**			**Total**							**4,200**					**1.03**		**4,333**		

2045 Build
5-6 PM

					2018 Counts (Seasonally Adjusted)			2018 Forecasts (Base)			2045 Forecasts (Build)			ADJUSTMENT OPTIONS		2045 ADJUSTED FORECASTS				
					2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2018 5-6 PM	2045 5-6 PM	2045 5-6 PM	2045 5-6 PM							
Int. No.	Intersection	Segment	Dir.	Inbound / Outbound	Volume	Approach Total	Split	Volume	Approach Total	Split	Volume	Approach Total	Split	Adjustment (Yes, None, Growth Rate, Override)	Estimated Annual Growth Rate %	Adjustment Ratio (Adjusted Forecast / Forecast)	Selected Adjustment	Selected Volume	Approach Total	Split
29	Cemetery Rd (Bypass)	SH-44 Bypass	w/o	In							1,237	2,091	59%	Override		1.06	OVERRIDE	1,309	2,160	61%
29	Cemetery Rd (Bypass)	SH-44 Bypass	w/o	Out							854		41%	Override		1.00	OVERRIDE	851		39%
29	Cemetery Rd (Bypass)	SH-44 Bypass	e/o	In							914	2,030	45%	Override		1.00	OVERRIDE	911	2,091	44%
29	Cemetery Rd (Bypass)	SH-44 Bypass	e/o	Out							1,116		55%	Override		1.06	OVERRIDE	1,181		56%
29	Cemetery Rd (Bypass)	Cemetery Rd	n/o	In							83	277	30%	None		1.00	NONE	83	277	30%
29	Cemetery Rd (Bypass)	Cemetery Rd	n/o	Out							194		70%	None		1.00	NONE	194		70%
29	Cemetery Rd (Bypass)	Cemetery Rd	s/o	In							43	106	41%	None		1.00	NONE	43	106	41%
29	Cemetery Rd (Bypass)	Cemetery Rd	s/o	Out							63		59%	None		1.00	NONE	63		59%
29	**Cemetery Rd (Bypass)**			**Total**							**4,504**					**1.03**		**4,634**		
30	Crane Creek Wy (Bypass)	SH-44 Bypass	w/o	In							1,116	2,030	55%	Override		1.06	OVERRIDE	1,181	2,091	56%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	w/o	Out							914		45%	Override		1.00	OVERRIDE	911		44%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	e/o	In							873	2,018	43%	Override		1.00	OVERRIDE	870	2,081	42%
30	Crane Creek Wy (Bypass)	SH-44 Bypass	e/o	Out							1,145		57%	Override		1.06	OVERRIDE	1,211		58%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	n/o	In							89	196	45%	None		1.00	NONE	89	196	45%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	n/o	Out							107		55%	None		1.00	NONE	107		55%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	s/o	In							26	75	35%	None		1.00	NONE	26	75	35%
30	Crane Creek Wy (Bypass)	Crane Creek Wy	s/o	Out							49		65%	None		1.00	NONE	49		65%
30	**Crane Creek Wy (Bypass)**			**Total**							**4,319**					**1.03**		**4,444**		
31	N. Middleton Rd (Bypass)	SH-44 Bypass	w/o	In							1,145	2,018	57%	Override		1.17	OVERRIDE	1,342	2,236	60%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	w/o	Out							873		43%	Override		1.02	OVERRIDE	894		40%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	e/o	In							939	2,098	45%	Override		1.02	OVERRIDE	961	2,320	41%
31	N. Middleton Rd (Bypass)	SH-44 Bypass	e/o	Out							1,159		55%	Override		1.17	OVERRIDE	1,358		59%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	n/o	In							467	1,036	45%	None		1.00	NONE	467	1,036	45%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	n/o	Out							569		55%	None		1.00	NONE	569		55%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	s/o	In							771	1,428	54%	None		1.00	NONE	771	1,428	54%
31	N. Middleton Rd (Bypass)	S. Middleton Rd	s/o	Out							657		46%	None		1.00	NONE	657		46%
31	**N. Middleton Rd (Bypass)**			**Total**							**6,580**					**1.07**		**7,019**		
32	SH-44 Bypass (East)	SH-44	w/o	In	490	1,075	46%	391	794	49%	187	452	41%	None		1.00	NONE	187	452	41%
32	SH-44 Bypass (East)	SH-44	w/o	Out	586		54%	403		51%	265		59%	None		1.00	NONE	265		59%
32	SH-44 Bypass (East)	SH-44	e/o	In	582	1,000	58%	403	794	51%	1,413	3,055	46%	Yes		1.17	RAf	1,656	3,337	50%
32	SH-44 Bypass (East)	SH-44	e/o	Out	419		42%	391		49%	1,642		54%	Yes		1.02	RAf	1,681		50%
32			s/o	In																
32			s/o	Out																
32	SH-44 Bypass (East)	SH-44 Bypass	s/o	In							1,159	2,098	55%	Override		1.17	OVERRIDE	1,358	2,320	59%
32	SH-44 Bypass (East)	SH-44 Bypass	s/o	Out							939		45%	Override		1.02	OVERRIDE	961		41%
32	**SH-44 Bypass (East)**			**Total**							**5,605**					**1.09**		**6,109**		

Appendix C Intersection Turning Movement Volumes

2018 Existing

Table 1. 2018 Existing intersection turning movement volumes – AM peak hour (7:00-8:00 AM)

Int. No.	Intersection Name	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	6	11	49	25	10	322	150	244	5	25	505	39
2	Stone Lane/SH-44	0	0	0	1	0	27	6	330	0	0	606	2
3	River Road/SH-44	3	0	9	0	0	0	0	326	5	21	566	0
4	Freezeout Road/SH-44	0	0	0	6	0	17	7	329	0	0	569	4
5	Channel Road/SH-44	5	0	9	0	0	0	0	397	1	3	493	0
6	Canyon Lane/SH-44	0	0	0	11	0	15	6	393	0	0	458	2
7	Emmett Road/SH-44	0	0	0	71	0	123	120	279	0	0	356	146
8	Hartley Lane/SH-44	0	0	0	84	0	77	13	310	0	0	416	57
9	Cemetery Road/SH-44	0	0	1	110	0	91	25	394	0	0	391	68
10	Hawthorne Drive/SH-44	5	2	10	38	0	34	33	422	12	5	505	40
11	Dewey Avenue/SH-44	3	0	3	13	5	17	8	482	5	6	525	16
12	S Middleton Road/SH-44	191	0	155	0	0	0	0	311	193	279	351	0
13	N Middleton Road/SH-44	1	0	0	43	1	235	105	361	2	0	401	39
14	Duff Lane/SH-44	15	3	8	88	3	78	34	392	4	3	298	17
15	Lansing Lane/SH-44	13	1	15	74	1	49	14	446	2	1	248	11
16	Kingsbury Road/SH-44	0	0	0	33	0	19	4	550	0	0	206	14
17	Blessinger Road/SH-44	3	0	4	28	0	20	6	567	1	2	210	5
18	Can Ada Road/SH-44	0	0	0	54	0	13	15	586	0	0	208	23
19	Highbrook Way/SH-44	10	0	77	0	0	0	0	634	15	29	235	0
20	Star Road/SH-44	91	71	90	125	194	23	15	458	212	88	157	28
21	Plummer Road/SH-44	2	0	20	98	2	17	16	839	7	20	209	31
22	SH-16/SH-44	50	194	283	265	375	25	52	697	156	212	223	82
23	Palmer Lane/SH-44	1	0	2	1	0	12	42	1,258	1	1	515	3
24	Moon Valley Road/SH-44	0	0	30	0	0	0	0	1,298	0	7	510	0
25	Linder Road/SH-44	50	151	386	226	151	44	38	1,174	55	175	429	104
26	Park Lane/SH-44	3	33	14	148	1	72	162	1,643	6	4	627	323
27	Fisher Park Way/SH-44	0	0	1	62	0	31	46	1,728	2	2	941	100
28	W. State Street/SH-44	0	0	5	148	0	183	139	1,666	0	0	808	16

Table 2. 2018 Existing intersection turning movement volumes – PM peak hour (4:45-5:45 PM)

Int. No.	Intersection Name	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	1	10	62	25	6	209	363	456	6	38	329	62
2	Stone Lane/SH-44	0	0	0	4	0	15	15	527	0	0	421	7
3	River Road/SH-44	5	0	51	0	0	0	0	525	7	23	424	0
4	Freezeout Road/SH-44	0	0	0	8	0	14	19	525	0	0	432	10
5	Channel Road/SH-44	2	0	19	0	0	0	0	565	4	14	440	0
6	Canyon Lane/SH-44	0	0	0	6	0	9	8	582	0	0	438	4
7	Emmett Road/SH-44	0	0	0	40	0	77	119	469	0	0	367	80
8	Hartley Lane/SH-44	0	0	0	78	0	38	98	409	0	0	435	94
9	Cemetery Road/SH-44	0	0	0	80	0	38	50	463	1	0	516	127
10	Hawthorne Drive/SH-44	8	1	25	38	3	40	45	524	21	24	624	89
11	Dewey Avenue/SH-44	7	1	12	10	6	24	23	533	13	15	728	33
12	S Middleton Road/SH-44	340	0	300	0	0	0	0	368	165	184	415	0
13	N Middleton Road/SH-44	3	1	0	20	0	156	272	481	3	1	517	60
14	Duff Lane/SH-44	10	0	7	29	2	48	77	324	18	6	491	76
15	Lansing Lane/SH-44	11	1	9	30	2	32	52	288	10	25	540	81
16	Kingsbury Road/SH-44	0	0	0	24	0	21	12	319	0	0	652	36
17	Blessinger Road/SH-44	3	0	2	14	0	17	15	320	3	4	653	24
18	Can Ada Road/SH-44	0	0	0	52	0	24	22	335	0	0	682	86
19	Highbrook Way/SH-44	18	0	56	0	0	0	0	370	19	72	763	0
20	Star Road/SH-44	266	191	120	94	132	35	56	254	124	139	536	123
21	Plummer Road/SH-44	4	0	24	53	0	23	18	395	1	18	842	124
22	SH-16/SH-44	167	400	187	139	246	36	46	339	114	304	784	312
23	Palmer Lane/SH-44	3	0	3	1	0	26	7	677	3	2	1,422	4
24	Moon Valley Road/SH-44	0	0	27	0	0	0	0	686	0	26	1,415	0
25	Linder Road/SH-44	182	210	297	107	255	70	44	549	107	471	1,224	200
26	Park Lane/SH-44	8	2	5	96	0	87	67	896	2	10	1,844	131
27	Fisher Park Way/SH-44	8	1	5	45	0	39	22	955	4	3	1,963	34
28	W. State Street/SH-44	0	0	0	56	0	255	154	828	0	0	1,770	83

2045 No-Build

Table 3. 2045 No-Build intersection turning movement volumes – AM peak hour (7:00-8:00 AM)

Int. No.	Intersection Name	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	7	10	63	31	19	412	162	412	11	69	984	49
2	Stone Lane/SH-44	0	0	0	1	0	35	7	507	0	0	1,111	3
3	River Road/SH-44	4	0	11	0	0	0	0	502	5	28	1,069	0
4	Freezeout Road/SH-44	0	0	0	8	0	22	8	509	0	0	1,081	6
5	Channel Road/SH-44	7	0	13	0	0	0	0	607	2	5	1,012	0
6	Canyon Lane/SH-44	0	0	0	15	0	21	8	599	0	0	972	3
7	Emmett Road/SH-44	0	0	0	103	0	279	161	441	0	0	723	161
8	Hartley Lane/SH-44	0	0	0	124	0	137	22	446	0	0	694	97
9	Cemetery Road/SH-44	160	60	51	42	59	113	32	441	126	52	512	34
10	Hawthorne Drive/SH-44	73	20	109	37	6	43	28	394	81	28	521	29
11	Dewey Avenue/SH-44	3	1	3	9	5	16	7	531	8	8	530	13
12	S Middleton Road/SH-44	7	0	20	0	0	0	0	614	7	29	512	0
13	N Middleton Road/SH-44	31	89	194	127	121	211	70	508	128	267	402	60
14	Duff Lane/SH-44	32	6	19	186	7	121	62	812	8	4	514	34
15	Lansing Lane/SH-44	19	5	22	101	1	66	75	874	4	2	432	50
16	Kingsbury Road/SH-44	0	0	0	39	0	23	6	1,007	0	0	420	27
17	Blessinger Road/SH-44	25	0	38	30	0	19	7	1,014	9	19	422	7
18	Can Ada Road/SH-44	0	0	0	176	0	64	90	993	0	0	392	104
19	Highbrook Way/SH-44	16	0	114	0	0	0	0	1,179	21	46	503	0
20	Star Road/SH-44	303	172	159	88	501	32	19	415	697	274	252	33
21	Plummer Road/SH-44	5	6	39	374	14	115	73	872	14	36	361	131
22	SH-16/SH-44	302	843	819	126	1,202	25	52	462	697	668	219	57
23	Palmer Lane/SH-44	3	80	19	31	314	201	260	1,311	6	14	737	74
24	Moon Valley Road/SH-44	10	5	539	5	5	40	20	1,483	6	84	842	15
25	Linder Road/SH-44	206	687	508	234	1,213	142	148	1,325	481	663	643	175
26	Park Lane/SH-44	22	117	66	201	7	161	139	1,855	57	42	1,297	302
27	Fisher Park Way/SH-44	50	38	23	67	26	43	50	1,960	66	82	1,540	126
28	W. State Street/SH-44	25	10	20	172	10	329	304	1,708	20	20	1,339	35

Table 4. 2045 No-Build intersection turning movement volumes – PM peak hour (4:45-5:45 PM)

Int. No.	Intersection Name	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	4	9	90	29	8	313	418	987	12	74	645	55
2	Stone Lane/SH-44	0	0	0	4	0	20	22	1,112	0	0	776	8
3	River Road/SH-44	8	0	66	0	0	0	0	1,106	8	29	789	0
4	Freezeout Road/SH-44	0	0	0	12	0	17	25	1,130	0	0	796	12
5	Channel Road/SH-44	5	0	28	0	0	0	0	1,096	5	15	759	0
6	Canyon Lane/SH-44	0	0	0	7	0	14	13	1,118	0	0	757	7
7	Emmett Road/SH-44	0	0	0	72	0	114	149	999	0	0	689	102
8	Hartley Lane/SH-44	0	0	0	130	0	69	185	876	0	0	719	156
9	Cemetery Road/SH-44	136	54	51	49	64	71	95	722	213	55	683	62
10	Hawthorne Drive/SH-44	62	7	99	28	16	39	71	609	147	105	668	78
11	Dewey Avenue/SH-44	12	0	17	6	4	8	12	618	19	21	836	12
12	S Middleton Road/SH-44	16	0	57	0	0	0	0	719	11	37	769	0
13	N Middleton Road/SH-44	195	131	275	57	134	133	221	512	122	199	613	182
14	Duff Lane/SH-44	18	3	22	193	12	133	96	627	30	22	841	202
15	Lansing Lane/SH-44	18	0	9	65	4	53	85	696	22	31	1,003	114
16	Kingsbury Road/SH-44	0	0	0	29	0	25	15	753	0	0	1,143	41
17	Blessinger Road/SH-44	25	0	27	16	0	18	19	759	27	52	1,128	30
18	Can Ada Road/SH-44	0	0	0	123	0	173	199	598	0	0	1,068	262
19	Highbrook Way/SH-44	29	0	91	0	0	0	0	722	23	116	1,311	0
20	Star Road/SH-44	843	532	666	115	302	26	43	393	362	378	427	85
21	Plummer Road/SH-44	16	12	35	152	2	190	227	541	22	30	721	462
22	SH-16/SH-44	612	1,202	712	97	924	27	30	275	463	1,151	571	167
23	Palmer Lane/SH-44	35	351	54	23	155	328	215	916	48	38	1,562	117
24	Moon Valley Road/SH-44	8	4	318	12	4	53	32	1,025	8	625	1,771	20
25	Linder Road/SH-44	981	1,457	920	216	1,401	257	129	786	423	820	1,280	280
26	Park Lane/SH-44	119	27	52	116	33	170	269	1,592	60	144	2,092	206
27	Fisher Park Way/SH-44	174	13	112	54	15	44	37	1,564	121	88	2,218	37
28	W. State Street/SH-44	53	20	42	71	20	454	414	1,268	42	32	1,875	122

2045 Build

Table 5. 2045 Build intersection turning movement volumes – AM peak hour (7:00-8:00 AM)

Int. No.	Intersection Name	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	7	8	69	39	22	430	173	521	16	89	1,105	54
2	Stone Lane/SH-44	0	0	0	1	0	35	7	637	0	0	1,261	3
3	River Road/SH-44	4	0	11	0	0	0	0	632	6	27	1,223	0
4	Freezeout Road/SH-44	0	0	0	8	0	22	9	640	0	0	1,236	5
5	Channel Road/SH-44	7	0	13	0	0	0	0	748	2	5	1,170	0
6	Canyon Lane/SH-44	0	0	0	15	0	21	8	740	0	0	1,134	3
100	SH-44 Alt. Route (West)/Main St	0	0	0	3	0	144	89	0	448	0	1064	12
101	Emmett Rd/SH-44 Alt. Route	4	1	5	42	0	17	105	355	1	2	950	94
102	Cemetery Rd/SH-44 Alt. Route	8	1	4	42	1	111	64	325	3	4	945	74
103	Crane Creek Wy/SH-44 Alt. Route	0	0	42	0	0	95	0	363	13	0	867	75
104	N. Middleton Rd/SH-44 Alt. Route	259	79	248	370	141	182	63	201	162	372	481	146
105	SH-44 Alt. Route (East)/Main St	0	0	0	176	0	20	3	0	802	0	1,089	89
7	Emmett Road/Main St	16	135	49	102	29	145	122	73	14	14	32	65
8	Hartley Lane/Main St	0	0	0	163	0	80	76	90	0	0	11	53
9	Cemetery Road/Main St	8	86	86	146	69	13	8	124	44	71	10	19
10	Hawthorne Drive/Main St	14	22	166	65	15	9	16	282	84	74	105	37
11	Dewey Avenue/Main St	3	1	3	8	5	10	10	534	11	4	196	6
12	S Middleton Road/Main St	2	0	8	0	0	0	0	620	5	21	197	0
13	N Middleton Road/Main St	45	79	160	32	178	100	49	126	516	0	166	15
14	Duff Lane/SH-44	45	4	11	162	6	296	85	1,190	10	4	755	17
15	Lansing Lane/SH-44	19	2	19	93	1	79	88	1,192	3	2	610	51
16	Kingsbury Road/SH-44	0	0	0	37	0	23	7	1,305	0	0	592	25
17	Blessinger Road/SH-44	26	0	37	30	0	21	6	1,309	7	21	587	7
18	Can Ada Road/SH-44	0	0	0	235	0	78	74	1,295	0	0	543	95
19	Highbrook Way/SH-44	15	0	119	0	0	0	0	1,540	22	45	625	0
20	Star Road/SH-44	372	140	126	95	358	50	36	790	884	159	347	29
21	Plummer Road/SH-44	3	4	43	520	9	56	39	1,311	10	47	439	169
22	SH-16/SH-44	135	731	846	372	940	31	114	1,210	482	1,007	536	278
23	Palmer Lane/SH-44	4	79	35	66	94	397	277	2,444	3	5	1,418	87
24	Moon Valley Road/SH-44	7	5	226	10	5	50	30	2,647	5	54	1,634	20
25	Linder Road/SH-44	522	700	396	144	1,181	284	233	1,607	918	463	937	100
26	Park Lane/SH-44	24	115	66	185	6	153	142	1,925	58	43	1,321	299
27	Fisher Park Way/SH-44	56	38	19	63	26	49	59	2,005	72	75	1,530	114
28	W. State Street/SH-44	25	10	20	155	10	317	303	1,757	20	20	1,373	34

Table 6. 2045 Build intersection turning movement volumes – PM peak hour (4:45-5:45 PM)

Int. No.	Intersection Name	Northbound			Southbound			Eastbound			Westbound		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	4	5	107	41	8	342	483	1,778	16	82	867	61
2	Stone Lane/SH-44	0	0	0	4	0	20	24	1,975	0	0	1,107	8
3	River Road/SH-44	8	0	66	0	0	0	0	1,973	12	28	1,131	0
4	Freezeout Road/SH-44	0	0	0	12	0	17	28	1,995	0	0	1,140	12
5	Channel Road/SH-44	5	0	28	0	0	0	0	1,976	5	15	1,102	0
6	Canyon Lane/SH-44	0	0	0	7	0	14	15	2,004	0	0	1,111	7
100	SH-44 Alt. Route (West)/Main St	0	0	0	5	0	113	330	1,677	0	0	1,010	18
101	Emmett Rd/SH-44 Alt. Route	4	0	4	49	0	21	482	1,251	8	8	776	41
102	Cemetery Rd/SH-44 Alt. Route	19	4	19	37	8	37	120	1,139	33	23	822	81
103	Crane Creek Wy/SH-44 Alt. Route	0	0	27	0	0	94	0	1,154	50	0	814	109
104	N. Middleton Rd/SH-44 Alt. Route	282	128	385	225	96	164	251	755	318	278	479	218
105	SH-44 Alt. Route (East)/Main St	0	0	0	179	0	8	16	1563	0	0	1,271	335
7	Emmett Road/Main St	15	208	301	65	36	79	34	91	17	15	67	45
8	Hartley Lane/Main St	0	0	0	151	0	55	228	243	0	0	73	99
9	Cemetery Road/Main St	39	138	96	87	37	19	46	262	35	48	75	61
10	Hawthorne Drive/Main St	27	17	155	32	38	13	46	259	136	201	164	99
11	Dewey Avenue/Main St	9	0	17	10	7	13	15	397	15	23	457	16
12	S Middleton Road/Main St	4	0	35	0	0	0	0	521	4	30	440	0
13	N Middleton Road/Main St	272	155	154	12	119	67	180	188	257	120	266	67
14	Duff Lane/SH-44	32	3	11	35	4	131	358	1,223	58	9	1,511	122
15	Lansing Lane/SH-44	14	0	9	61	4	61	115	1,074	23	29	1,489	117
16	Kingsbury Road/SH-44	0	0	0	27	0	24	15	1,120	0	0	1,616	37
17	Blessinger Road/SH-44	25	0	27	16	0	19	30	1,120	27	52	1,583	55
18	Can Ada Road/SH-44	0	0	0	126	0	101	168	986	0	0	1,626	349
19	Highbrook Way/SH-44	29	0	96	0	0	0	0	1,115	22	117	1,910	0
20	Star Road/SH-44	1,175	387	492	120	264	48	80	714	548	404	1,034	107
21	Plummer Road/SH-44	13	7	45	206	1	171	158	858	14	35	1,440	584
22	SH-16/SH-44	555	962	939	296	757	56	51	757	337	1,119	1,437	371
23	Palmer Lane/SH-44	12	160	37	66	99	460	299	1,886	21	33	2,540	285
24	Moon Valley Road/SH-44	4	4	131	12	4	53	32	1,980	13	273	3,012	15
25	Linder Road/SH-44	1,386	1,440	668	171	1,417	396	252	1,108	762	650	1,540	237
26	Park Lane/SH-44	118	27	54	126	33	176	261	1,632	61	152	2,128	211
27	Fisher Park Way/SH-44	176	13	112	54	15	44	37	1,617	121	88	2,266	37
28	W. State Street/SH-44	53	20	42	71	20	460	420	1,312	42	32	1,913	120

Appendix D Traffic Evaluation MOE Reports

Intersection	
Int Delay, s/veh	17

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	162	258	4	27	537	45	6	14	53	25	10	335
Future Vol, veh/h	162	258	4	27	537	45	6	14	53	25	10	335
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	120	-	-	120	-	-	-	-	-	-	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	3	50	13	1	6	0	6	5	5	7	2
Mvmt Flow	186	297	5	31	617	52	7	16	61	29	11	385

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	669	0	0	302	0	0	1575	1403	300	1415	1379	643
Stage 1	-	-	-	-	-	-	672	672	-	705	705	-
Stage 2	-	-	-	-	-	-	903	731	-	710	674	-
Critical Hdwy	4.13	-	-	4.23	-	-	7.1	6.56	6.25	7.15	6.57	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.56	-	6.15	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.56	-	6.15	5.57	-
Follow-up Hdwy	2.227	-	-	2.317	-	-	3.5	4.054	3.345	3.545	4.063	3.318
Pot Cap-1 Maneuver	916	-	-	1199	-	-	90	137	733	113	141	473
Stage 1	-	-	-	-	-	-	449	448	-	422	432	-
Stage 2	-	-	-	-	-	-	335	421	-	420	446	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	916	-	-	1199	-	-	13	106	733	76	109	473
Mov Cap-2 Maneuver	-	-	-	-	-	-	13	106	-	76	109	-
Stage 1	-	-	-	-	-	-	358	357	-	336	421	-
Stage 2	-	-	-	-	-	-	59	410	-	293	355	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.8	0.4	103	42.4
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	110	916	-	-	1199	-	-	83	473
HCM Lane V/C Ratio	0.763	0.203	-	-	0.026	-	-	0.485	0.814
HCM Control Delay (s)	103	9.9	-	-	8.1	-	-	83.8	38.1
HCM Lane LOS	F	A	-	-	A	-	-	F	E
HCM 95th %tile Q(veh)	4.2	0.8	-	-	0.1	-	-	2	7.7

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	330	606	2	1	27
Future Vol, veh/h	6	330	606	2	1	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	0	7	3	0	0	4
Mvmt Flow	7	398	730	2	1	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	732	0	-	0	1143	731
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	412	-
Critical Hdwy	4.1	-	-	-	6.4	6.24
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.336
Pot Cap-1 Maneuver	882	-	-	-	223	418
Stage 1	-	-	-	-	480	-
Stage 2	-	-	-	-	673	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	882	-	-	-	221	418
Mov Cap-2 Maneuver	-	-	-	-	221	-
Stage 1	-	-	-	-	475	-
Stage 2	-	-	-	-	673	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	882	-	-	-	405
HCM Lane V/C Ratio	0.008	-	-	-	0.083
HCM Control Delay (s)	9.1	0	-	-	14.7
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	326	5	21	566	3	9
Future Vol, veh/h	326	5	21	566	3	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	9	0	0	4	0	0
Mvmt Flow	354	5	23	615	3	10

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	359	0	1018	357
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	661	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1211	-	265	692
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	517	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1211	-	257	692
Mov Cap-2 Maneuver	-	-	-	-	257	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	517	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	12.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	486	-	-	1211	-
HCM Lane V/C Ratio	0.027	-	-	0.019	-
HCM Control Delay (s)	12.6	-	-	8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	329	569	4	6	17
Future Vol, veh/h	7	329	569	4	6	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	14	5	4	0	0	0
Mvmt Flow	7	350	605	4	6	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	609	0	-	0	971	607
Stage 1	-	-	-	-	607	-
Stage 2	-	-	-	-	364	-
Critical Hdwy	4.24	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.326	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	914	-	-	-	283	500
Stage 1	-	-	-	-	548	-
Stage 2	-	-	-	-	707	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	914	-	-	-	280	500
Mov Cap-2 Maneuver	-	-	-	-	280	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	707	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	914	-	-	-	415
HCM Lane V/C Ratio	0.008	-	-	-	0.059
HCM Control Delay (s)	9	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	426	1	4	567	6	10
Future Vol, veh/h	426	1	4	567	6	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, %	0	-	-	0	0	-
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	4	0	0	1	17	0
Mvmt Flow	507	1	5	675	7	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1193	508
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	685	-
Critical Hdwy	-	-	4.1	-	6.57	6.2
Critical Hdwy Stg 1	-	-	-	-	5.57	-
Critical Hdwy Stg 2	-	-	-	-	5.57	-
Follow-up Hdwy	-	-	2.2	-	3.653	3.3
Pot Cap-1 Maneuver	-	-	1067	-	193	569
Stage 1	-	-	-	-	575	-
Stage 2	-	-	-	-	474	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1067	-	192	569
Mov Cap-2 Maneuver	-	-	-	-	192	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	474	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	328	-	-	1067	-
HCM Lane V/C Ratio	0.058	-	-	0.004	-
HCM Control Delay (s)	16.7	-	-	8.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	433	538	3	11	16
Future Vol, veh/h	5	433	538	3	11	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	20	0	1	0	10	0
Mvmt Flow	6	528	656	4	13	20

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	660	0	-	0	1198	658
Stage 1	-	-	-	-	658	-
Stage 2	-	-	-	-	540	-
Critical Hdwy	4.3	-	-	-	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	2.38	-	-	-	3.59	3.3
Pot Cap-1 Maneuver	849	-	-	-	198	468
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	849	-	-	-	196	468
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	849	-	-	-	299
HCM Lane V/C Ratio	0.007	-	-	-	0.11
HCM Control Delay (s)	9.3	0	-	-	18.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	14.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	120	322	411	172	101	135
Future Vol, veh/h	120	322	411	172	101	135
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	230	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	5	4	1	2	5	1
Mvmt Flow	164	441	563	236	138	185

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	799	0	-	0	1332	563
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	769	-
Critical Hdwy	4.15	-	-	-	6.45	6.21
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.245	-	-	-	3.545	3.309
Pot Cap-1 Maneuver	811	-	-	-	168	528
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	452	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	811	-	-	-	~ 134	528
Mov Cap-2 Maneuver	-	-	-	-	~ 134	-
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	452	-

Approach	EB	WB	SB
HCM Control Delay, s	2.9	0	73.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	811	-	-	-	134	528
HCM Lane V/C Ratio	0.203	-	-	-	1.033	0.35
HCM Control Delay (s)	10.6	-	-	-	151.1	15.4
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	7.5	1.6

Notes

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

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	21	330	431	67	84	77
Future Vol, veh/h	21	330	431	67	84	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	72	72	72	72
Heavy Vehicles, %	0	3	5	3	7	4
Mvmt Flow	29	458	599	93	117	107

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	692	0	-	0	1115	599
Stage 1	-	-	-	-	599	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	4.1	-	-	-	6.47	6.24
Critical Hdwy Stg 1	-	-	-	-	5.47	-
Critical Hdwy Stg 2	-	-	-	-	5.47	-
Follow-up Hdwy	2.2	-	-	-	3.563	3.336
Pot Cap-1 Maneuver	912	-	-	-	225	498
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	589	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	912	-	-	-	215	498
Mov Cap-2 Maneuver	-	-	-	-	215	-
Stage 1	-	-	-	-	516	-
Stage 2	-	-	-	-	589	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	47.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	912	-	-	-	295
HCM Lane V/C Ratio	0.032	-	-	-	0.758
HCM Control Delay (s)	9.1	0	-	-	47.2
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0.1	-	-	-	5.7

Intersection	
Int Delay, s/veh	21.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	410	0	0	406	88	0	1	1	117	0	107
Future Vol, veh/h	37	410	0	0	406	88	0	1	1	117	0	107
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	75	-	-	-	80	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	71	71	71	71	71	71	71	71	71	71	71	71
Heavy Vehicles, %	6	4	0	0	5	7	0	0	0	3	0	6
Mvmt Flow	52	577	0	0	572	124	0	1	1	165	0	151

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	696	0	0	577	0	0	1391	1377	577	1254	-	572
Stage 1	-	-	-	-	-	-	681	681	-	572	-	-
Stage 2	-	-	-	-	-	-	710	696	-	682	-	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.2	7.13	-	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	-	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.3	3.527	-	3.354
Pot Cap-1 Maneuver	882	-	-	1006	-	-	121	146	520	~ 148	0	512
Stage 1	-	-	-	-	-	-	444	453	-	503	0	-
Stage 2	-	-	-	-	-	-	428	446	-	438	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	882	-	-	1006	-	-	82	137	520	~ 140	-	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	137	-	~ 140	-	-
Stage 1	-	-	-	-	-	-	418	426	-	473	-	-
Stage 2	-	-	-	-	-	-	302	446	-	410	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0	21.8	108.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	217	882	-	-	1006	-	-	140	512
HCM Lane V/C Ratio	0.013	0.059	-	-	-	-	-	1.177	0.294
HCM Control Delay (s)	21.8	9.3	-	-	0	-	-	193.9	14.9
HCM Lane LOS	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	9.6	1.2

Notes

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

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	41	483	14	9	517	47	5	2	13	38	0	38
Future Vol, veh/h	41	483	14	9	517	47	5	2	13	38	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	80	80	80	80	80	80	80	80	80
Heavy Vehicles, %	3	3	7	0	5	3	0	50	0	3	0	3
Mvmt Flow	51	604	18	11	646	59	6	3	16	48	0	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	705	0	0	622	0	0	1437	1442	613	1423	1422	676
Stage 1	-	-	-	-	-	-	715	715	-	698	698	-
Stage 2	-	-	-	-	-	-	722	727	-	725	724	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	7	6.2	7.13	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	6	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	6	-	6.13	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4.45	3.3	3.527	4	3.327
Pot Cap-1 Maneuver	888	-	-	969	-	-	112	105	496	113	137	452
Stage 1	-	-	-	-	-	-	425	370	-	429	445	-
Stage 2	-	-	-	-	-	-	421	365	-	415	433	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	888	-	-	969	-	-	95	98	496	102	128	452
Mov Cap-2 Maneuver	-	-	-	-	-	-	95	98	-	102	128	-
Stage 1	-	-	-	-	-	-	401	349	-	405	440	-
Stage 2	-	-	-	-	-	-	372	361	-	376	408	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	25.3	52.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	202	888	-	-	969	-	-	166
HCM Lane V/C Ratio	0.124	0.058	-	-	0.012	-	-	0.572
HCM Control Delay (s)	25.3	9.3	-	-	8.8	-	-	52.3
HCM Lane LOS	D	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	3

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	14	517	7	7	529	16	3	0	3	12	9	19
Future Vol, veh/h	14	517	7	7	529	16	3	0	3	12	9	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	7	3	15	15	3	12	0	0	0	0	0	10
Mvmt Flow	17	615	8	8	630	19	4	0	4	14	11	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	649	0	0	623	0	0	1326	1318	619	1311	1313	640
Stage 1	-	-	-	-	-	-	653	653	-	656	656	-
Stage 2	-	-	-	-	-	-	673	665	-	655	657	-
Critical Hdwy	4.17	-	-	4.25	-	-	7.1	6.5	6.2	7.1	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.263	-	-	2.335	-	-	3.5	4	3.3	3.5	4	3.39
Pot Cap-1 Maneuver	914	-	-	898	-	-	134	159	492	137	160	461
Stage 1	-	-	-	-	-	-	460	467	-	458	465	-
Stage 2	-	-	-	-	-	-	448	461	-	458	465	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	914	-	-	898	-	-	118	155	492	133	156	461
Mov Cap-2 Maneuver	-	-	-	-	-	-	118	155	-	133	156	-
Stage 1	-	-	-	-	-	-	451	458	-	449	461	-
Stage 2	-	-	-	-	-	-	412	457	-	446	456	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.1	24.7	27
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	190	914	-	-	898	-	-	211
HCM Lane V/C Ratio	0.038	0.018	-	-	0.009	-	-	0.226
HCM Control Delay (s)	24.7	9	-	-	9	-	-	27
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	143	397	2	0	430	46	1	1	0	48	1	270
Future Vol, veh/h	143	397	2	0	430	46	1	1	0	48	1	270
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	180	-	-	-	-	50	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	3	7	0	0	3	7	0	0	0	0	0	4
Mvmt Flow	164	456	2	0	494	53	1	1	0	55	1	310

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	547	0	0	458	0	0	1306	1332	457	1280	1280	494
Stage 1	-	-	-	-	-	-	785	785	-	494	494	-
Stage 2	-	-	-	-	-	-	521	547	-	786	786	-
Critical Hdwy	4.13	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.227	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	1017	-	-	1114	-	-	138	156	608	144	167	571
Stage 1	-	-	-	-	-	-	389	407	-	561	550	-
Stage 2	-	-	-	-	-	-	542	521	-	388	406	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1017	-	-	1114	-	-	55	131	608	125	140	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	55	131	-	275	297	-
Stage 1	-	-	-	-	-	-	326	341	-	471	550	-
Stage 2	-	-	-	-	-	-	247	521	-	324	341	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2.4	0	53.2	16.6
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	77	1017	-	-	1114	-	-	275	640
HCM Lane V/C Ratio	0.03	0.162	-	-	-	-	-	0.201	0.487
HCM Control Delay (s)	53.2	9.2	-	-	0	-	-	21.3	15.8
HCM Lane LOS	F	A	-	-	A	-	-	C	C
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0	-	-	0.7	2.7

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	412	6	3	330	19	15	3	9	94	2	82
Future Vol, veh/h	37	412	6	3	330	19	15	3	9	94	2	82
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	115	-	235	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	5	6	0	0	4	9	8	0	0	1	0	2
Mvmt Flow	41	458	7	3	367	21	17	3	10	104	2	91

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	388	0	0	465	0	0	974	938	462	923	920	367
Stage 1	-	-	-	-	-	-	544	544	-	373	373	-
Stage 2	-	-	-	-	-	-	430	394	-	550	547	-
Critical Hdwy	4.15	-	-	4.1	-	-	7.18	6.5	6.2	7.11	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.18	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.18	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.245	-	-	2.2	-	-	3.572	4	3.3	3.509	4	3.318
Pot Cap-1 Maneuver	1154	-	-	1107	-	-	225	266	604	251	273	678
Stage 1	-	-	-	-	-	-	513	522	-	650	622	-
Stage 2	-	-	-	-	-	-	592	609	-	521	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1107	-	-	188	256	604	237	262	678
Mov Cap-2 Maneuver	-	-	-	-	-	-	188	256	-	237	262	-
Stage 1	-	-	-	-	-	-	495	503	-	627	620	-
Stage 2	-	-	-	-	-	-	509	607	-	491	502	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.1	21.1	29.5
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	254	1154	-	-	1107	-	-	339
HCM Lane V/C Ratio	0.118	0.036	-	-	0.003	-	-	0.583
HCM Control Delay (s)	21.1	8.2	-	-	8.3	-	-	29.5
HCM Lane LOS	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	3.5

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	457	6	1	259	13	16	1	12	76	1	43
Future Vol, veh/h	20	457	6	1	259	13	16	1	12	76	1	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	215	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	2	0	34	2	3	7	0	0	0	100	8
Mvmt Flow	22	513	7	1	291	15	18	1	13	85	1	48

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	306	0	0	520	0	0	886	869	517	861	857	291
Stage 1	-	-	-	-	-	-	561	561	-	293	293	-
Stage 2	-	-	-	-	-	-	325	308	-	568	564	-
Critical Hdwy	4.1	-	-	4.44	-	-	7.17	6.5	6.2	7.1	7.5	6.28
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.5	-	6.1	6.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.5	-	6.1	6.5	-
Follow-up Hdwy	2.2	-	-	2.506	-	-	3.563	4	3.3	3.5	4.9	3.372
Pot Cap-1 Maneuver	1266	-	-	902	-	-	260	292	562	278	209	734
Stage 1	-	-	-	-	-	-	503	513	-	719	525	-
Stage 2	-	-	-	-	-	-	677	664	-	511	380	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1266	-	-	902	-	-	238	287	562	267	205	734
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	287	-	267	205	-
Stage 1	-	-	-	-	-	-	494	504	-	707	524	-
Stage 2	-	-	-	-	-	-	630	663	-	489	374	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	17.7	22
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	315	1266	-	-	902	-	-	345
HCM Lane V/C Ratio	0.103	0.018	-	-	0.001	-	-	0.391
HCM Control Delay (s)	17.7	7.9	-	-	9	-	-	22
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.8

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	552	223	18	29	16
Future Vol, veh/h	5	552	223	18	29	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	20	3	3	12	0	0
Mvmt Flow	5	600	242	20	32	17

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	262	0	-	0	862	252
Stage 1	-	-	-	-	252	-
Stage 2	-	-	-	-	610	-
Critical Hdwy	4.3	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.38	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1205	-	-	-	328	792
Stage 1	-	-	-	-	795	-
Stage 2	-	-	-	-	546	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1205	-	-	-	326	792
Mov Cap-2 Maneuver	-	-	-	-	326	-
Stage 1	-	-	-	-	790	-
Stage 2	-	-	-	-	546	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1205	-	-	-	412
HCM Lane V/C Ratio	0.005	-	-	-	0.119
HCM Control Delay (s)	8	0	-	-	14.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	556	1	2	230	4	3	0	2	24	0	23
Future Vol, veh/h	6	556	1	2	230	4	3	0	2	24	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	2	0	0	4	43	0	0	0	0	0	7
Mvmt Flow	6	585	1	2	242	4	3	0	2	25	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	246	0	0	586	0	0	858	848	586	847	846	244
Stage 1	-	-	-	-	-	-	598	598	-	248	248	-
Stage 2	-	-	-	-	-	-	260	250	-	599	598	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.363
Pot Cap-1 Maneuver	1332	-	-	999	-	-	279	301	514	284	301	783
Stage 1	-	-	-	-	-	-	492	494	-	760	705	-
Stage 2	-	-	-	-	-	-	749	704	-	492	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1332	-	-	999	-	-	269	299	514	281	299	783
Mov Cap-2 Maneuver	-	-	-	-	-	-	269	299	-	281	299	-
Stage 1	-	-	-	-	-	-	490	492	-	756	704	-
Stage 2	-	-	-	-	-	-	724	703	-	488	492	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	16	15
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	332	1332	-	-	999	-	-	409
HCM Lane V/C Ratio	0.016	0.005	-	-	0.002	-	-	0.121
HCM Control Delay (s)	16	7.7	-	-	8.6	-	-	15
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	581	228	40	53	13
Future Vol, veh/h	19	581	228	40	53	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	6	6	0	0
Mvmt Flow	19	587	230	40	54	13

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	270	0	-	0	875	250
Stage 1	-	-	-	-	250	-
Stage 2	-	-	-	-	625	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1305	-	-	-	322	794
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1305	-	-	-	315	794
Mov Cap-2 Maneuver	-	-	-	-	416	-
Stage 1	-	-	-	-	778	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1305	-	-	-	459
HCM Lane V/C Ratio	0.015	-	-	-	0.145
HCM Control Delay (s)	7.8	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	1.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	636	13	31	260	11	71
Future Vol, veh/h	636	13	31	260	11	71
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	0	4	7	0	2
Mvmt Flow	677	14	33	277	12	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	691	0	1027	684
Stage 1	-	-	-	-	684	-
Stage 2	-	-	-	-	343	-
Critical Hdwy	-	-	4.14	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.236	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	895	-	262	449
Stage 1	-	-	-	-	505	-
Stage 2	-	-	-	-	723	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	895	-	252	449
Mov Cap-2 Maneuver	-	-	-	-	369	-
Stage 1	-	-	-	-	486	-
Stage 2	-	-	-	-	723	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	14.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	369	449	-	-	895	-
HCM Lane V/C Ratio	0.032	0.168	-	-	0.037	-
HCM Control Delay (s)	15.1	14.6	-	-	9.2	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.6	-	-	0.1	-

Intersection	
Int Delay, s/veh	12.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	769	7	24	228	36	0	0	19	87	2	19
Future Vol, veh/h	19	769	7	24	228	36	0	0	19	87	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	160	160	-	160	200	-	200	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	82	82	82	82	82	82	82	82	82	82	82	82
Heavy Vehicles, %	6	1	0	0	4	3	0	0	6	2	0	6
Mvmt Flow	23	938	9	29	278	44	0	0	23	106	2	23

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	322	0	0	947	0	0	1355	1364	938	1336	1329	278
Stage 1	-	-	-	-	-	-	984	984	-	336	336	-
Stage 2	-	-	-	-	-	-	371	380	-	1000	993	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.26	7.12	6.5	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.354	3.518	4	3.354
Pot Cap-1 Maneuver	1216	-	-	733	-	-	128	149	315	130	156	751
Stage 1	-	-	-	-	-	-	302	329	-	678	645	-
Stage 2	-	-	-	-	-	-	653	617	-	293	326	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1216	-	-	733	-	-	117	140	315	115	147	751
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	140	-	115	147	-
Stage 1	-	-	-	-	-	-	296	323	-	665	619	-
Stage 2	-	-	-	-	-	-	605	592	-	266	320	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.8	17.3	132
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	315	1216	-	-	733	-	-	136
HCM Lane V/C Ratio	-	-	0.074	0.019	-	-	0.04	-	-	0.968
HCM Control Delay (s)	0	0	17.3	8	-	-	10.1	-	-	132
HCM Lane LOS	A	A	C	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-	-	0.1	-	-	6.8

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	1191	1	0	529	3	0	0	1	0	0	16
Future Vol, veh/h	43	1191	1	0	529	3	0	0	1	0	0	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	6	2	0	100	3	0	0	0	0	0	0	4
Mvmt Flow	47	1309	1	0	581	3	0	0	1	0	0	18

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	584	0	0	1310	0	0	1996	1988	1310	1987	1987	583
Stage 1	-	-	-	-	-	-	1404	1404	-	583	583	-
Stage 2	-	-	-	-	-	-	592	584	-	1404	1404	-
Critical Hdwy	4.16	-	-	5.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.254	-	-	3.1	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	971	-	-	303	-	-	45	62	196	46	62	508
Stage 1	-	-	-	-	-	-	175	208	-	502	502	-
Stage 2	-	-	-	-	-	-	496	501	-	175	208	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	971	-	-	303	-	-	42	59	196	44	59	508
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	59	-	44	59	-
Stage 1	-	-	-	-	-	-	167	198	-	478	502	-
Stage 2	-	-	-	-	-	-	479	501	-	166	198	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	23.5	12.3
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	196	971	-	-	303	-	-	508
HCM Lane V/C Ratio	0.006	0.049	-	-	-	-	-	0.035
HCM Control Delay (s)	23.5	8.9	-	-	0	-	-	12.3
HCM Lane LOS	C	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1222	0	11	533	0	0	0	29	0	0	0
Future Vol, veh/h	0	1222	0	11	533	0	0	0	29	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	10	3	0	0	0	7	0	0	0
Mvmt Flow	0	1314	0	12	573	0	0	0	31	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	573	0	0	1314	0	0	1911	1911	1314	1927	1911	573
Stage 1	-	-	-	-	-	-	1314	1314	-	597	597	-
Stage 2	-	-	-	-	-	-	597	597	-	1330	1314	-
Critical Hdwy	4.1	-	-	4.2	-	-	7.1	6.5	6.27	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.29	-	-	3.5	4	3.363	3.5	4	3.3
Pot Cap-1 Maneuver	1010	-	-	501	-	-	52	69	188	51	69	523
Stage 1	-	-	-	-	-	-	197	230	-	493	495	-
Stage 2	-	-	-	-	-	-	493	495	-	193	230	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1010	-	-	501	-	-	51	67	188	42	67	523
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	67	-	42	67	-
Stage 1	-	-	-	-	-	-	197	230	-	493	483	-
Stage 2	-	-	-	-	-	-	481	483	-	161	230	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	27.9	0
HCM LOS			D	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	188	1010	-	-	501	-	-	-
HCM Lane V/C Ratio	0.166	-	-	-	0.024	-	-	-
HCM Control Delay (s)	27.9	0	-	-	12.4	-	-	0
HCM Lane LOS	D	A	-	-	B	-	-	A
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	327	217	278	348	203	174
Future Volume (veh/h)	327	217	278	348	203	174
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1807	1807	1821	1778	1821	1821
Adj Flow Rate, veh/h	380	229	323	405	236	132
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	3	3	2	5	2	2
Cap, veh/h	466	281	430	1174	293	261
Arrive On Green	0.44	0.44	0.13	0.66	0.17	0.17
Sat Flow, veh/h	1056	636	1734	1778	1734	1543
Grp Volume(v), veh/h	0	609	323	405	236	132
Grp Sat Flow(s),veh/h/ln	0	1692	1734	1778	1734	1543
Q Serve(g_s), s	0.0	21.9	6.4	7.0	9.1	5.4
Cycle Q Clear(g_c), s	0.0	21.9	6.4	7.0	9.1	5.4
Prop In Lane		0.38	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	747	430	1174	293	261
V/C Ratio(X)	0.00	0.82	0.75	0.34	0.81	0.51
Avail Cap(c_a), veh/h	0	1090	703	1174	621	552
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	17.0	13.2	5.2	27.9	26.4
Incr Delay (d2), s/veh	0.0	2.0	1.0	0.1	2.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.3	3.6	3.3	6.7	3.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	19.0	14.2	5.3	29.9	26.9
LnGrp LOS	A	B	B	A	C	C
Approach Vol, veh/h	609			728	368	
Approach Delay, s/veh	19.0			9.2	28.8	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	15.3	37.0				52.3	17.5
Change Period (Y+Rc), s	* 6.3	* 6.2				* 6.2	5.7
Max Green Setting (Gmax), s	* 20	* 45				* 45	25.0
Max Q Clear Time (g_c+I1), s	8.4	23.9				9.0	11.1
Green Ext Time (p_c), s	0.6	6.9				4.8	0.7

Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	18	457	201	92	161	34	104	81	99	120	185	22
Future Volume (veh/h)	18	457	201	92	161	34	104	81	99	120	185	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1836	1807	1821	1864	1807	1735	1807	1807	1821	1821	1821
Adj Flow Rate, veh/h	19	486	150	98	171	14	111	86	23	128	197	21
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	3	2	4	3	8	3	3	2	2	2
Cap, veh/h	529	625	521	292	707	581	296	302	256	411	284	30
Arrive On Green	0.02	0.34	0.34	0.06	0.38	0.38	0.08	0.17	0.17	0.08	0.18	0.18
Sat Flow, veh/h	1762	1836	1531	1734	1864	1531	1652	1807	1531	1734	1618	172
Grp Volume(v), veh/h	19	486	150	98	171	14	111	86	23	128	0	218
Grp Sat Flow(s),veh/h/ln	1762	1836	1531	1734	1864	1531	1652	1807	1531	1734	0	1790
Q Serve(g_s), s	0.5	16.4	4.9	2.5	4.3	0.4	3.7	2.9	0.9	4.1	0.0	7.9
Cycle Q Clear(g_c), s	0.5	16.4	4.9	2.5	4.3	0.4	3.7	2.9	0.9	4.1	0.0	7.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.10
Lane Grp Cap(c), veh/h	529	625	521	292	707	581	296	302	256	411	0	314
V/C Ratio(X)	0.04	0.78	0.29	0.34	0.24	0.02	0.37	0.29	0.09	0.31	0.00	0.69
Avail Cap(c_a), veh/h	1000	1595	1330	688	1620	1330	651	916	776	768	0	907
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	20.4	16.7	15.3	14.6	13.4	21.3	25.2	24.3	21.0	0.0	26.7
Incr Delay (d2), s/veh	0.0	1.6	0.2	0.2	0.1	0.0	0.3	0.2	0.1	0.2	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	11.2	2.9	1.7	3.2	0.2	2.4	2.1	0.5	2.9	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.6	22.0	16.9	15.6	14.8	13.4	21.6	25.3	24.4	21.1	0.0	27.8
LnGrp LOS	B	C	B	B	B	B	C	C	C	C	A	C
Approach Vol, veh/h		655			283			220			346	
Approach Delay, s/veh		20.6			15.0			23.3			25.3	
Approach LOS		C			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	32.2	11.2	18.1	10.2	29.5	11.8	17.5
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	60.0	20.0	35.0	20.0	60.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	2.5	6.3	5.7	9.9	4.5	18.4	6.1	4.9
Green Ext Time (p_c), s	0.0	5.9	0.2	2.2	0.2	5.1	0.2	0.7

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	643	150	209	242	93	64	200	306	218	324	28
Future Volume (veh/h)	52	643	150	209	242	93	64	200	306	218	324	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1778	1821	1792	1836	1792	1763	1706	1792	1821	1821	1836	1763
Adj Flow Rate, veh/h	56	691	109	225	260	68	69	215	285	234	348	20
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	5	2	4	1	4	6	10	4	2	2	1	6
Cap, veh/h	78	864	642	292	962	826	94	444	437	278	969	470
Arrive On Green	0.04	0.38	0.38	0.09	0.43	0.43	0.05	0.20	0.20	0.13	0.28	0.28
Sat Flow, veh/h	2133	2295	1519	3391	2258	1494	2047	2258	1543	2185	3488	1494
Grp Volume(v), veh/h	56	691	109	225	260	68	69	215	285	234	348	20
Grp Sat Flow(s),veh/h/ln	1067	1147	1519	1696	1129	1494	1023	1129	1543	1093	1744	1494
Q Serve(g_s), s	3.0	31.5	5.2	7.6	8.7	2.5	3.9	9.9	19.0	12.3	9.4	1.1
Cycle Q Clear(g_c), s	3.0	31.5	5.2	7.6	8.7	2.5	3.9	9.9	19.0	12.3	9.4	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	78	864	642	292	962	826	94	444	437	278	969	470
V/C Ratio(X)	0.71	0.80	0.17	0.77	0.27	0.08	0.73	0.48	0.65	0.84	0.36	0.04
Avail Cap(c_a), veh/h	547	980	718	869	964	828	524	964	792	560	1489	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.8	32.6	21.0	52.4	21.8	12.3	55.2	41.8	36.9	50.0	33.9	27.9
Incr Delay (d2), s/veh	4.4	4.3	0.1	1.6	0.1	0.0	4.1	0.3	0.6	5.2	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	13.4	3.2	5.7	3.9	1.4	1.8	4.8	11.1	6.1	6.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	60.2	36.9	21.2	54.0	22.0	12.3	59.3	42.1	37.5	55.1	34.1	27.9
LnGrp LOS	E	D	C	D	C	B	E	D	D	E	C	C
Approach Vol, veh/h		856			553			569			602	
Approach Delay, s/veh		36.4			33.8			41.9			42.1	
Approach LOS		D			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	55.9	11.4	39.6	16.1	50.1	20.9	30.0
Change Period (Y+Rc), s	6.0	6.0	6.0	* 7	6.0	6.0	6.0	7.0
Max Green Setting (Gmax), s	30.0	50.0	30.0	* 50	30.0	50.0	30.0	50.0
Max Q Clear Time (g_c+I1), s	5.0	10.7	5.9	11.4	9.6	33.5	14.3	21.0
Green Ext Time (p_c), s	0.1	6.2	0.1	7.8	0.5	10.6	0.6	2.0

Intersection Summary	
HCM 6th Ctrl Delay	38.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	1122	52	188	439	115	58	169	411	224	158	43
Future Volume (veh/h)	47	1122	52	188	439	115	58	169	411	224	158	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1763	1894	1792	1778	1807	1778	1807	1778	1821	1807	1807	1836
Adj Flow Rate, veh/h	52	1233	38	207	482	85	64	186	304	246	174	32
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Percent Heavy Veh, %	6	2	4	5	3	5	3	5	2	3	3	1
Cap, veh/h	488	1537	649	248	1179	733	88	235	204	291	333	287
Arrive On Green	0.03	0.43	0.43	0.17	0.97	0.97	0.04	0.13	0.13	0.09	0.18	0.18
Sat Flow, veh/h	1679	3599	1519	1693	2421	1505	2306	1778	1543	3338	1807	1556
Grp Volume(v), veh/h	52	1233	38	207	482	85	64	186	304	246	174	32
Grp Sat Flow(s),veh/h/ln	1679	1799	1519	1693	1210	1505	1153	1778	1543	1669	1807	1556
Q Serve(g_s), s	2.3	44.8	1.1	10.7	1.3	0.3	4.1	15.2	15.0	10.9	13.0	2.6
Cycle Q Clear(g_c), s	2.3	44.8	1.1	10.7	1.3	0.3	4.1	15.2	15.0	10.9	13.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	488	1537	649	248	1179	733	88	235	204	291	333	287
V/C Ratio(X)	0.11	0.80	0.06	0.83	0.41	0.12	0.73	0.79	1.49	0.85	0.52	0.11
Avail Cap(c_a), veh/h	601	1571	663	283	1179	733	161	332	288	356	410	353
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	37.4	6.8	28.3	1.0	1.0	71.4	63.1	37.3	67.5	55.2	50.9
Incr Delay (d2), s/veh	0.0	4.5	0.2	15.7	0.3	0.1	4.2	7.1	245.7	12.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.6	26.9	1.4	7.9	0.5	0.2	2.2	11.6	30.9	8.7	9.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	18.1	42.0	7.0	44.1	1.3	1.1	75.6	70.2	283.1	79.8	55.7	51.0
LnGrp LOS	B	D	A	D	A	A	E	E	F	E	E	D
Approach Vol, veh/h		1323			774			554			452	
Approach Delay, s/veh		40.0			12.7			187.6			68.5	
Approach LOS		D			B			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	79.5	11.2	33.7	18.9	70.6	19.1	25.8
Change Period (Y+Rc), s	5.5	6.5	5.5	6.0	6.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	14.5	67.5	10.5	34.0	16.0	65.5	16.0	28.0
Max Q Clear Time (g_c+I1), s	4.3	3.3	6.1	15.0	12.7	46.8	12.9	17.2
Green Ext Time (p_c), s	0.0	18.0	0.0	2.1	0.2	17.3	0.2	2.6

Intersection Summary	
HCM 6th Ctrl Delay	63.7
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	1599	6	4	668	282	5	26	15	136	0	70
Future Volume (veh/h)	133	1599	6	4	668	282	5	26	15	136	0	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1807	1894	1850	1850	1807	1909	1706	1864	1792	1850	1850	1850
Adj Flow Rate, veh/h	158	1904	5	5	795	217	6	31	12	162	0	54
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	2	0	0	3	1	10	4	4	0	0	0
Cap, veh/h	429	2470	1076	223	2210	1039	287	240	93	221	0	60
Arrive On Green	0.10	1.00	1.00	0.01	0.64	0.64	0.19	0.19	0.19	0.19	0.00	0.19
Sat Flow, veh/h	1721	3599	1568	1762	3433	1614	1264	1280	495	955	0	318
Grp Volume(v), veh/h	158	1904	5	5	795	217	6	0	43	216	0	0
Grp Sat Flow(s),veh/h/ln	1721	1799	1568	1762	1716	1614	1264	0	1775	1273	0	0
Q Serve(g_s), s	4.9	0.0	0.0	0.1	16.1	8.3	0.0	0.0	3.0	22.3	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.1	16.1	8.3	0.6	0.0	3.0	25.3	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.28	0.75		0.25
Lane Grp Cap(c), veh/h	429	2470	1076	223	2210	1039	287	0	332	280	0	0
V/C Ratio(X)	0.37	0.77	0.00	0.02	0.36	0.21	0.02	0.00	0.13	0.77	0.00	0.00
Avail Cap(c_a), veh/h	625	2470	1076	324	2210	1039	312	0	367	308	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.44	0.44	0.44	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.6	0.0	0.0	7.1	12.4	11.0	49.8	0.0	50.8	61.3	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.7	0.0	0.0	0.4	0.4	0.0	0.0	0.2	11.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.6	0.5	0.0	0.1	9.5	5.1	0.3	0.0	2.5	13.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.8	0.7	0.0	7.1	12.8	11.4	49.8	0.0	51.0	72.7	0.0	0.0
LnGrp LOS	A	A	A	A	B	B	D	A	D	E	A	A
Approach Vol, veh/h		2067			1017			49			216	
Approach Delay, s/veh		1.3			12.5			50.8			72.7	
Approach LOS		A			B			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.9	103.1		34.1	6.4	109.5		34.1
Change Period (Y+Rc), s	5.5	6.5		6.0	5.5	6.5		6.0
Max Green Setting (Gmax), s	24.5	76.5		31.0	9.5	91.5		31.0
Max Q Clear Time (g_c+I1), s	6.9	18.1		27.3	2.1	2.0		5.0
Green Ext Time (p_c), s	0.5	32.9		0.8	0.0	86.9		0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.1
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	1698	4	2	947	82	0	0	1	52	0	29
Future Volume (veh/h)	36	1698	4	2	947	82	0	0	1	52	0	29
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1924	1821	1850	1924	1807	1836	1850	1850	1850	1850	1850	1850
Adj Flow Rate, veh/h	41	1930	5	2	1076	66	0	0	1	59	0	23
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	0	2	0	0	3	1	0	0	0	0	0	0
Cap, veh/h	430	2832	1283	191	2579	1169	48	0	83	124	98	83
Arrive On Green	0.03	0.82	0.82	0.75	0.75	0.75	0.00	0.00	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1832	3460	1568	242	3433	1556	1410	0	1568	1439	1850	1568
Grp Volume(v), veh/h	41	1930	5	2	1076	66	0	0	1	59	0	23
Grp Sat Flow(s),veh/h/ln	1832	1730	1568	242	1716	1556	1410	0	1568	1439	1850	1568
Q Serve(g_s), s	0.8	34.3	0.1	0.5	17.0	1.7	0.0	0.0	0.1	6.1	0.0	2.1
Cycle Q Clear(g_c), s	0.8	34.3	0.1	24.7	17.0	1.7	0.0	0.0	0.1	6.2	0.0	2.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	2832	1283	191	2579	1169	48	0	83	124	98	83
V/C Ratio(X)	0.10	0.68	0.00	0.01	0.42	0.06	0.00	0.00	0.01	0.48	0.00	0.28
Avail Cap(c_a), veh/h	551	2860	1296	191	2579	1169	105	0	146	181	173	146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.93	0.93	0.93	0.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	5.6	2.5	12.7	6.8	4.8	0.0	0.0	67.3	70.2	0.0	68.2
Incr Delay (d2), s/veh	0.0	0.9	0.0	0.0	0.2	0.0	0.0	0.0	0.0	1.1	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.4	11.8	0.0	0.1	8.6	0.8	0.0	0.0	0.1	4.1	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	6.4	2.5	12.8	7.0	4.9	0.0	0.0	67.3	71.3	0.0	68.9
LnGrp LOS	A	A	A	B	A	A	A	A	E	E	A	E
Approach Vol, veh/h		1976			1144			1			82	
Approach Delay, s/veh		6.4			6.9			67.3			70.6	
Approach LOS		A			A			E			E	

Timer - Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.1	118.7		14.0		128.8		14.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	14.0	104.0		14.0		124.0		14.0
Max Q Clear Time (g_c+I1), s	2.8	26.7		8.2		36.3		2.1
Green Ext Time (p_c), s	0.0	59.3		0.1		86.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	8.2
HCM 6th LOS	A

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	156	1702	790	18	150	185
Future Volume (veh/h)	156	1702	790	18	150	185
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1836	1836	1836	1850	1850	1821
Adj Flow Rate, veh/h	170	1850	859	13	163	136
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	2
Cap, veh/h	360	2069	1685	758	190	167
Arrive On Green	0.06	0.59	0.48	0.48	0.11	0.11
Sat Flow, veh/h	1748	3579	3579	1568	1762	1543
Grp Volume(v), veh/h	170	1850	859	13	163	136
Grp Sat Flow(s),veh/h/ln	1748	1744	1744	1568	1762	1543
Q Serve(g_s), s	7.3	68.9	25.3	0.6	13.6	12.9
Cycle Q Clear(g_c), s	7.3	68.9	25.3	0.6	13.6	12.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	360	2069	1685	758	190	167
V/C Ratio(X)	0.47	0.89	0.51	0.02	0.86	0.82
Avail Cap(c_a), veh/h	459	2069	1883	847	382	334
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.87	0.87	1.00	1.00
Uniform Delay (d), s/veh	20.0	26.4	26.6	20.2	65.8	65.5
Incr Delay (d2), s/veh	0.3	4.9	0.3	0.0	4.3	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	34.2	14.9	0.4	10.5	9.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.2	31.3	26.9	20.2	70.1	69.2
LnGrp LOS	C	C	C	C	E	E
Approach Vol, veh/h		2020	872		299	
Approach Delay, s/veh		30.3	26.8		69.7	
Approach LOS		C	C		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	16.5	78.5		21.7		95.0
Change Period (Y+Rc), s	7.0	6.0		5.5		6.0
Max Green Setting (Gmax), s	18.0	81.0		32.5		89.0
Max Q Clear Time (g_c+I1), s	9.3	27.3		15.6		70.9
Green Ext Time (p_c), s	0.2	18.6		0.5		17.0

Intersection Summary	
HCM 6th Ctrl Delay	33.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	10.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	363	456	6	38	329	62	1	10	62	25	6	209
Future Vol, veh/h	363	456	6	38	329	62	1	10	62	25	6	209
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	120	-	-	120	-	-	-	-	-	-	-	170
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	1	1	2	0	8	0	3	0	2
Mvmt Flow	386	485	6	40	350	66	1	11	66	27	6	222

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	416	0	0	491	0	0	1837	1756	488	1762	1726	383
Stage 1	-	-	-	-	-	-	1260	1260	-	463	463	-
Stage 2	-	-	-	-	-	-	577	496	-	1299	1263	-
Critical Hdwy	4.1	-	-	4.11	-	-	7.1	6.58	6.2	7.13	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.58	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.58	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.209	-	-	3.5	4.072	3.3	3.527	4	3.318
Pot Cap-1 Maneuver	1154	-	-	1078	-	-	59	82	584	65	90	664
Stage 1	-	-	-	-	-	-	211	235	-	577	568	-
Stage 2	-	-	-	-	-	-	506	535	-	198	243	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1154	-	-	1078	-	-	26	53	584	36	58	664
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	53	-	36	58	-
Stage 1	-	-	-	-	-	-	141	157	-	384	547	-
Stage 2	-	-	-	-	-	-	320	515	-	109	162	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	4.3	0.8	30.2	44.1
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	219	1154	-	-	1078	-	-	39	664
HCM Lane V/C Ratio	0.355	0.335	-	-	0.038	-	-	0.846	0.335
HCM Control Delay (s)	30.2	9.7	-	-	8.5	-	-	253.2	13.1
HCM Lane LOS	D	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	1.5	1.5	-	-	0.1	-	-	3.2	1.5

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	527	421	7	4	15
Future Vol, veh/h	15	527	421	7	4	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	0	1	1	0	0	2
Mvmt Flow	21	722	577	10	5	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	587	0	-	0	1346	582
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	764	-
Critical Hdwy	4.1	-	-	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.318
Pot Cap-1 Maneuver	998	-	-	-	169	513
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	463	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	998	-	-	-	163	513
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	543	-
Stage 2	-	-	-	-	463	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	998	-	-	-	353
HCM Lane V/C Ratio	0.021	-	-	-	0.074
HCM Control Delay (s)	8.7	0	-	-	16
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	525	7	23	424	5	51
Future Vol, veh/h	525	7	23	424	5	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	0	0	2	0	0
Mvmt Flow	577	8	25	466	5	56

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	585	0	1097	581
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	516	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1000	-	238	517
Stage 1	-	-	-	-	563	-
Stage 2	-	-	-	-	603	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1000	-	230	517
Mov Cap-2 Maneuver	-	-	-	-	230	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	603	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	13.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	465	-	-	1000	-
HCM Lane V/C Ratio	0.132	-	-	0.025	-
HCM Control Delay (s)	13.9	-	-	8.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	19	525	432	10	8	14
Future Vol, veh/h	19	525	432	10	8	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, %	-	0	0	-	0	-
Peak Hour Factor	99	99	99	99	99	99
Heavy Vehicles, %	0	2	2	0	0	0
Mvmt Flow	19	530	436	10	8	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	446	0	-	0	1009	441
Stage 1	-	-	-	-	441	-
Stage 2	-	-	-	-	568	-
Critical Hdwy	4.1	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	1125	-	-	-	269	621
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	571	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1125	-	-	-	263	621
Mov Cap-2 Maneuver	-	-	-	-	263	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	571	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1125	-	-	-	415
HCM Lane V/C Ratio	0.017	-	-	-	0.054
HCM Control Delay (s)	8.3	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	4	14	440	2	19
Future Vol, veh/h	565	4	14	440	2	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	621	4	15	484	2	21

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	625	0	1137	623
Stage 1	-	-	-	-	623	-
Stage 2	-	-	-	-	514	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	966	-	225	490
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	605	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	966	-	220	490
Mov Cap-2 Maneuver	-	-	-	-	220	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	605	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	439	-	-	966	-
HCM Lane V/C Ratio	0.053	-	-	0.016	-
HCM Control Delay (s)	13.7	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	582	438	4	6	9
Future Vol, veh/h	8	582	438	4	6	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	2	34	50	17
Mvmt Flow	9	633	476	4	7	10

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	480	0	-	0	1129	478
Stage 1	-	-	-	-	478	-
Stage 2	-	-	-	-	651	-
Critical Hdwy	4.1	-	-	-	6.9	6.37
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	2.2	-	-	-	3.95	3.453
Pot Cap-1 Maneuver	1093	-	-	-	183	558
Stage 1	-	-	-	-	535	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1093	-	-	-	181	558
Mov Cap-2 Maneuver	-	-	-	-	181	-
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1093	-	-	-	304
HCM Lane V/C Ratio	0.008	-	-	-	0.054
HCM Control Delay (s)	8.3	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	119	469	367	80	40	77
Future Vol, veh/h	119	469	367	80	40	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	230	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	1	0	8	1
Mvmt Flow	127	499	390	85	43	82

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	475	0	-	0	1143	390
Stage 1	-	-	-	-	390	-
Stage 2	-	-	-	-	753	-
Critical Hdwy	4.11	-	-	-	6.48	6.21
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.209	-	-	-	3.572	3.309
Pot Cap-1 Maneuver	1092	-	-	-	215	661
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	455	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1092	-	-	-	190	661
Mov Cap-2 Maneuver	-	-	-	-	190	-
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	455	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	17.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1092	-	-	-	190	661
HCM Lane V/C Ratio	0.116	-	-	-	0.224	0.124
HCM Control Delay (s)	8.7	-	-	-	29.3	11.2
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	-	0.8	0.4

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	98	409	435	94	78	38
Future Vol, veh/h	98	409	435	94	78	38
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	0	2	1	4	4
Mvmt Flow	104	435	463	100	83	40

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	563	0	-	0	1106	463
Stage 1	-	-	-	-	463	-
Stage 2	-	-	-	-	643	-
Critical Hdwy	4.11	-	-	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.209	-	-	-	3.536	3.336
Pot Cap-1 Maneuver	1013	-	-	-	231	595
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	520	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1013	-	-	-	200	595
Mov Cap-2 Maneuver	-	-	-	-	200	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	520	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	31.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1013	-	-	-	256
HCM Lane V/C Ratio	0.103	-	-	-	0.482
HCM Control Delay (s)	9	0	-	-	31.5
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.3	-	-	-	2.4

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	50	463	1	0	516	127	0	0	0	80	0	38
Future Vol, veh/h	50	463	1	0	516	127	0	0	0	80	0	38
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	75	-	-	-	80	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	1	0	0	1	0	0	0	0	0	0	5
Mvmt Flow	52	482	1	0	538	132	0	0	0	83	0	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	670	0	0	483	0	0	1211	1257	483	1125	-	538
Stage 1	-	-	-	-	-	-	587	587	-	538	-	-
Stage 2	-	-	-	-	-	-	624	670	-	587	-	-
Critical Hdwy	4.12	-	-	4.1	-	-	7.1	6.5	6.2	7.1	-	6.25
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	-	-
Follow-up Hdwy	2.218	-	-	2.2	-	-	3.5	4	3.3	3.5	-	3.345
Pot Cap-1 Maneuver	920	-	-	1090	-	-	161	173	588	184	0	537
Stage 1	-	-	-	-	-	-	499	500	-	531	0	-
Stage 2	-	-	-	-	-	-	477	459	-	499	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	920	-	-	1090	-	-	143	163	588	176	-	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	143	163	-	176	-	-
Stage 1	-	-	-	-	-	-	471	472	-	501	-	-
Stage 2	-	-	-	-	-	-	442	459	-	471	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	0	32.8
HCM LOS			A	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	920	-	-	1090	-	-	176	537
HCM Lane V/C Ratio	-	0.057	-	-	-	-	-	0.473	0.074
HCM Control Delay (s)	0	9.1	-	-	0	-	-	42.6	12.2
HCM Lane LOS	A	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	-	0.2	-	-	0	-	-	2.3	0.2

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	524	21	24	624	89	8	1	25	38	3	40
Future Vol, veh/h	45	524	21	24	624	89	8	1	25	38	3	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	0	4	1	0	0	0	0	0	0	0
Mvmt Flow	48	557	22	26	664	95	9	1	27	40	3	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	759	0	0	579	0	0	1451	1475	568	1442	1439	712
Stage 1	-	-	-	-	-	-	664	664	-	764	764	-
Stage 2	-	-	-	-	-	-	787	811	-	678	675	-
Critical Hdwy	4.1	-	-	4.14	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.236	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	862	-	-	985	-	-	110	128	526	111	134	436
Stage 1	-	-	-	-	-	-	453	461	-	399	416	-
Stage 2	-	-	-	-	-	-	388	396	-	445	456	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	862	-	-	985	-	-	91	118	526	98	123	436
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	118	-	98	123	-
Stage 1	-	-	-	-	-	-	428	435	-	377	405	-
Stage 2	-	-	-	-	-	-	338	386	-	398	430	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0.3	23	50.5
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	236	862	-	-	985	-	-	161
HCM Lane V/C Ratio	0.153	0.056	-	-	0.026	-	-	0.535
HCM Control Delay (s)	23	9.4	-	-	8.8	-	-	50.5
HCM Lane LOS	C	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0.1	-	-	2.7

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	533	13	15	728	33	7	1	12	10	6	24
Future Vol, veh/h	23	533	13	15	728	33	7	1	12	10	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	1	0	0	1	6	0	0	0	0	0	4
Mvmt Flow	24	555	14	16	758	34	7	1	13	10	6	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	792	0	0	569	0	0	1433	1434	562	1424	1424	775
Stage 1	-	-	-	-	-	-	610	610	-	807	807	-
Stage 2	-	-	-	-	-	-	823	824	-	617	617	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.336
Pot Cap-1 Maneuver	838	-	-	1013	-	-	113	135	530	115	137	395
Stage 1	-	-	-	-	-	-	485	488	-	378	397	-
Stage 2	-	-	-	-	-	-	371	390	-	481	484	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	838	-	-	1013	-	-	99	129	530	108	131	395
Mov Cap-2 Maneuver	-	-	-	-	-	-	99	129	-	108	131	-
Stage 1	-	-	-	-	-	-	471	474	-	367	391	-
Stage 2	-	-	-	-	-	-	337	384	-	455	470	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.2	25.3	27.5
HCM LOS			D	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	198	838	-	-	1013	-	-	201
HCM Lane V/C Ratio	0.105	0.029	-	-	0.015	-	-	0.207
HCM Control Delay (s)	25.3	9.4	-	-	8.6	-	-	27.5
HCM Lane LOS	D	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	272	481	3	1	517	60	3	1	0	20	0	156
Future Vol, veh/h	272	481	3	1	517	60	3	1	0	20	0	156
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	Yield
Storage Length	180	-	-	-	-	50	-	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	2	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	1	4	0	0	2	3	0	0	0	0	0	3
Mvmt Flow	286	506	3	1	544	63	3	1	0	21	0	164

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	607	0	0	509	0	0	1658	1689	508	1626	1627	544
Stage 1	-	-	-	-	-	-	1080	1080	-	546	546	-
Stage 2	-	-	-	-	-	-	578	609	-	1080	1081	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.327
Pot Cap-1 Maneuver	976	-	-	1066	-	-	79	94	569	83	103	537
Stage 1	-	-	-	-	-	-	267	297	-	526	521	-
Stage 2	-	-	-	-	-	-	505	488	-	267	296	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	976	-	-	1066	-	-	42	66	569	63	73	537
Mov Cap-2 Maneuver	-	-	-	-	-	-	42	66	-	165	189	-
Stage 1	-	-	-	-	-	-	189	210	-	372	520	-
Stage 2	-	-	-	-	-	-	350	488	-	188	209	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.7	0	91	15
HCM LOS			F	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	46	976	-	-	1066	-	-	165	606
HCM Lane V/C Ratio	0.092	0.293	-	-	0.001	-	-	0.128	0.271
HCM Control Delay (s)	91	10.2	-	-	8.4	0	-	30	13.1
HCM Lane LOS	F	B	-	-	A	A	-	D	B
HCM 95th %tile Q(veh)	0.3	1.2	-	-	0	-	-	0.4	1.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	324	18	6	491	76	10	0	7	29	2	48
Future Vol, veh/h	77	324	18	6	491	76	10	0	7	29	2	48
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	115	-	235	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	8	0	5	1	4	0	0	4	0	4
Mvmt Flow	85	356	20	7	540	84	11	0	8	32	2	53

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	624	0	0	376	0	0	1160	1174	366	1094	1100	540
Stage 1	-	-	-	-	-	-	536	536	-	554	554	-
Stage 2	-	-	-	-	-	-	624	638	-	540	546	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.14	6.5	6.2	7.14	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.536	4	3.3	3.536	4	3.336
Pot Cap-1 Maneuver	967	-	-	1194	-	-	171	193	684	190	214	538
Stage 1	-	-	-	-	-	-	525	527	-	513	517	-
Stage 2	-	-	-	-	-	-	470	474	-	522	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	967	-	-	1194	-	-	142	175	684	174	194	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	142	175	-	174	194	-
Stage 1	-	-	-	-	-	-	479	481	-	468	514	-
Stage 2	-	-	-	-	-	-	420	471	-	471	475	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.1	23.7	22.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	211	967	-	-	1194	-	-	297
HCM Lane V/C Ratio	0.089	0.088	-	-	0.006	-	-	0.292
HCM Control Delay (s)	23.7	9.1	-	-	8	-	-	22.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.3	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	52	288	10	25	540	81	11	1	9	30	2	32
Future Vol, veh/h	52	288	10	25	540	81	11	1	9	30	2	32
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	215	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	1	1	4	0	1	1	0	0	0	0	0	2
Mvmt Flow	54	300	10	26	563	84	11	1	9	31	2	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	647	0	0	310	0	0	1088	1112	305	1033	1033	563
Stage 1	-	-	-	-	-	-	413	413	-	615	615	-
Stage 2	-	-	-	-	-	-	675	699	-	418	418	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	943	-	-	1262	-	-	195	211	740	213	234	526
Stage 1	-	-	-	-	-	-	620	597	-	482	485	-
Stage 2	-	-	-	-	-	-	447	445	-	616	594	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	943	-	-	1262	-	-	171	195	740	197	216	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	171	195	-	197	216	-
Stage 1	-	-	-	-	-	-	585	563	-	455	475	-
Stage 2	-	-	-	-	-	-	408	436	-	572	560	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.3	20.3	21.2
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	257	943	-	-	1262	-	-	288
HCM Lane V/C Ratio	0.085	0.057	-	-	0.021	-	-	0.231
HCM Control Delay (s)	20.3	9.1	-	-	7.9	-	-	21.2
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.3	0.2	-	-	0.1	-	-	0.9

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	319	652	36	24	21
Future Vol, veh/h	12	319	652	36	24	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, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	0	1	0	5	5
Mvmt Flow	12	329	672	37	25	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	709	0	-	0	1044	691
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	353	-
Critical Hdwy	4.1	-	-	-	6.45	6.25
Critical Hdwy Stg 1	-	-	-	-	5.45	-
Critical Hdwy Stg 2	-	-	-	-	5.45	-
Follow-up Hdwy	2.2	-	-	-	3.545	3.345
Pot Cap-1 Maneuver	899	-	-	-	250	439
Stage 1	-	-	-	-	492	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	899	-	-	-	246	439
Mov Cap-2 Maneuver	-	-	-	-	246	-
Stage 1	-	-	-	-	484	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	899	-	-	-	309
HCM Lane V/C Ratio	0.014	-	-	-	0.15
HCM Control Delay (s)	9.1	0	-	-	18.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	320	3	4	653	24	3	0	2	14	0	17
Future Vol, veh/h	15	320	3	4	653	24	3	0	2	14	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	0	1	8	0	5	1	4	0	0	4	0	4
Mvmt Flow	16	352	3	4	718	26	3	0	2	15	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	744	0	0	355	0	0	1135	1138	354	1126	1126	731
Stage 1	-	-	-	-	-	-	386	386	-	739	739	-
Stage 2	-	-	-	-	-	-	749	752	-	387	387	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.14	6.5	6.2	7.14	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.14	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.14	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.536	4	3.3	3.536	4	3.336
Pot Cap-1 Maneuver	873	-	-	1215	-	-	178	203	694	180	207	418
Stage 1	-	-	-	-	-	-	633	614	-	406	427	-
Stage 2	-	-	-	-	-	-	401	421	-	633	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	873	-	-	1215	-	-	167	199	694	176	203	418
Mov Cap-2 Maneuver	-	-	-	-	-	-	167	199	-	176	203	-
Stage 1	-	-	-	-	-	-	622	603	-	399	426	-
Stage 2	-	-	-	-	-	-	382	420	-	619	602	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0	20.4	21.1
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	240	873	-	-	1215	-	-	258
HCM Lane V/C Ratio	0.023	0.019	-	-	0.004	-	-	0.132
HCM Control Delay (s)	20.4	9.2	-	-	8	-	-	21.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	22	335	682	86	52	24
Future Vol, veh/h	22	335	682	86	52	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	5	0	1	2	0	5
Mvmt Flow	23	345	703	89	54	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	792	0	-	0	1139	748
Stage 1	-	-	-	-	748	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	4.15	-	-	-	6.4	6.25
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.245	-	-	-	3.5	3.345
Pot Cap-1 Maneuver	815	-	-	-	225	408
Stage 1	-	-	-	-	471	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	815	-	-	-	217	408
Mov Cap-2 Maneuver	-	-	-	-	340	-
Stage 1	-	-	-	-	455	-
Stage 2	-	-	-	-	688	-

Approach	EB	WB	SB
HCM Control Delay, s	0.6	0	17.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	815	-	-	-	359
HCM Lane V/C Ratio	0.028	-	-	-	0.218
HCM Control Delay (s)	9.5	0	-	-	17.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	370	19	72	763	18	56
Future Vol, veh/h	370	19	72	763	18	56
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	1	0	0	1	0	0
Mvmt Flow	389	20	76	803	19	59

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	409	0	1354	399
Stage 1	-	-	-	-	399	-
Stage 2	-	-	-	-	955	-
Critical Hdwy	-	-	4.1	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1161	-	167	655
Stage 1	-	-	-	-	682	-
Stage 2	-	-	-	-	377	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1161	-	156	655
Mov Cap-2 Maneuver	-	-	-	-	244	-
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	377	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	13.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	244	655	-	-	1161	-
HCM Lane V/C Ratio	0.078	0.09	-	-	0.065	-
HCM Control Delay (s)	21	11	-	-	8.3	-
HCM Lane LOS	C	B	-	-	A	-
HCM 95th %tile Q(veh)	0.2	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	395	1	18	842	124	4	0	24	53	0	23
Future Vol, veh/h	18	395	1	18	842	124	4	0	24	53	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	170	-	160	160	-	160	200	-	200	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	6	1	0	0	1	0	0	0	5	2	0	0
Mvmt Flow	19	416	1	19	886	131	4	0	25	56	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1017	0	0	417	0	0	1456	1509	416	1391	1379	886
Stage 1	-	-	-	-	-	-	454	454	-	924	924	-
Stage 2	-	-	-	-	-	-	1002	1055	-	467	455	-
Critical Hdwy	4.16	-	-	4.1	-	-	7.1	6.5	6.25	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.254	-	-	2.2	-	-	3.5	4	3.345	3.518	4	3.3
Pot Cap-1 Maneuver	667	-	-	1153	-	-	109	122	630	120	146	346
Stage 1	-	-	-	-	-	-	589	573	-	323	351	-
Stage 2	-	-	-	-	-	-	295	305	-	576	572	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	667	-	-	1153	-	-	98	117	630	111	140	346
Mov Cap-2 Maneuver	-	-	-	-	-	-	98	117	-	111	140	-
Stage 1	-	-	-	-	-	-	573	557	-	314	345	-
Stage 2	-	-	-	-	-	-	270	300	-	537	556	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	15.6	60.4
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	NBLn3	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	98	-	630	667	-	-	1153	-	-	140
HCM Lane V/C Ratio	0.043	-	0.04	0.028	-	-	0.016	-	-	0.571
HCM Control Delay (s)	43.4	0	11	10.6	-	-	8.2	-	-	60.4
HCM Lane LOS	E	A	B	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-	0.1	-	-	2.9

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	677	3	2	1422	4	3	0	3	1	0	26
Future Vol, veh/h	7	677	3	2	1422	4	3	0	3	1	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	0	1	0	50	1	0	0	0	0	0	0	2
Mvmt Flow	7	713	3	2	1497	4	3	0	3	1	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1501	0	0	716	0	0	2246	2234	715	2233	2233	1499
Stage 1	-	-	-	-	-	-	729	729	-	1503	1503	-
Stage 2	-	-	-	-	-	-	1517	1505	-	730	730	-
Critical Hdwy	4.1	-	-	4.6	-	-	7.1	6.5	6.2	7.1	6.5	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.65	-	-	3.5	4	3.3	3.5	4	3.318
Pot Cap-1 Maneuver	452	-	-	700	-	-	30	43	434	31	43	150
Stage 1	-	-	-	-	-	-	417	431	-	153	186	-
Stage 2	-	-	-	-	-	-	150	186	-	417	431	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	452	-	-	700	-	-	24	42	434	30	42	150
Mov Cap-2 Maneuver	-	-	-	-	-	-	24	42	-	30	42	-
Stage 1	-	-	-	-	-	-	411	425	-	151	185	-
Stage 2	-	-	-	-	-	-	122	185	-	408	425	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	97.6	39.9
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	45	452	-	-	700	-	-	131
HCM Lane V/C Ratio	0.14	0.016	-	-	0.003	-	-	0.217
HCM Control Delay (s)	97.6	13.1	-	-	10.2	-	-	39.9
HCM Lane LOS	F	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	0.8

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	686	0	26	1415	0	0	0	27	0	0	0
Future Vol, veh/h	0	686	0	26	1415	0	0	0	27	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	4	0	0	0
Mvmt Flow	0	738	0	28	1522	0	0	0	29	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1522	0	0	738	0	0	2316	2316	738	2331	2316	1522
Stage 1	-	-	-	-	-	-	738	738	-	1578	1578	-
Stage 2	-	-	-	-	-	-	1578	1578	-	753	738	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.24	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.336	3.5	4	3.3
Pot Cap-1 Maneuver	444	-	-	877	-	-	27	38	415	26	38	147
Stage 1	-	-	-	-	-	-	413	427	-	139	171	-
Stage 2	-	-	-	-	-	-	139	171	-	405	427	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	444	-	-	877	-	-	26	37	415	24	37	147
Mov Cap-2 Maneuver	-	-	-	-	-	-	26	37	-	24	37	-
Stage 1	-	-	-	-	-	-	413	427	-	139	166	-
Stage 2	-	-	-	-	-	-	135	166	-	377	427	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	14.3	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	415	444	-	-	877	-	-	-
HCM Lane V/C Ratio	0.07	-	-	-	0.032	-	-	-
HCM Control Delay (s)	14.3	0	-	-	9.2	-	-	0
HCM Lane LOS	B	A	-	-	A	-	-	A
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	-

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	368	165	184	415	340	300
Future Volume (veh/h)	368	165	184	415	340	300
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1850	1850	1821	1836	1836	1821
Adj Flow Rate, veh/h	391	162	196	441	362	218
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	0	2	1	1	2
Cap, veh/h	496	205	372	1072	423	373
Arrive On Green	0.40	0.40	0.09	0.58	0.24	0.24
Sat Flow, veh/h	1243	515	1734	1836	1748	1543
Grp Volume(v), veh/h	0	553	196	441	362	218
Grp Sat Flow(s),veh/h/ln	0	1757	1734	1836	1748	1543
Q Serve(g_s), s	0.0	18.9	4.2	9.0	13.5	8.5
Cycle Q Clear(g_c), s	0.0	18.9	4.2	9.0	13.5	8.5
Prop In Lane		0.29	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	701	372	1072	423	373
V/C Ratio(X)	0.00	0.79	0.53	0.41	0.86	0.58
Avail Cap(c_a), veh/h	0	1156	718	1207	639	564
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	18.0	13.0	7.8	24.8	22.9
Incr Delay (d2), s/veh	0.0	0.8	0.4	0.1	4.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	11.2	2.4	5.1	9.6	5.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	18.8	13.4	7.9	29.6	23.4
LnGrp LOS	A	B	B	A	C	C
Approach Vol, veh/h	553			637	580	
Approach Delay, s/veh	18.8			9.6	27.3	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.7	33.5				46.2	22.3
Change Period (Y+Rc), s	* 6.3	* 6.2				* 6.2	5.7
Max Green Setting (Gmax), s	* 20	* 45				* 45	25.0
Max Q Clear Time (g_c+I1), s	6.2	20.9				11.0	15.5
Green Ext Time (p_c), s	0.3	6.4				5.2	1.0

Intersection Summary	
HCM 6th Ctrl Delay	18.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	56	254	124	139	536	123	266	191	120	94	132	35
Future Volume (veh/h)	56	254	124	139	536	123	266	191	120	94	132	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1836	1836	1821	1807	1909	1850	1836	1850	1850	1821	1821	1821
Adj Flow Rate, veh/h	60	270	91	148	570	90	283	203	88	100	140	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	1	1	2	3	1	0	1	0	0	2	2	2
Cap, veh/h	297	755	635	503	842	692	390	421	357	319	185	42
Arrive On Green	0.04	0.41	0.41	0.07	0.44	0.44	0.16	0.23	0.23	0.06	0.13	0.13
Sat Flow, veh/h	1748	1836	1543	1721	1909	1568	1748	1850	1568	1734	1434	328
Grp Volume(v), veh/h	60	270	91	148	570	90	283	203	88	100	0	172
Grp Sat Flow(s),veh/h/ln	1748	1836	1543	1721	1909	1568	1748	1850	1568	1734	0	1762
Q Serve(g_s), s	1.9	10.6	3.8	5.1	24.7	3.5	14.3	9.9	4.8	4.5	0.0	9.8
Cycle Q Clear(g_c), s	1.9	10.6	3.8	5.1	24.7	3.5	14.3	9.9	4.8	4.5	0.0	9.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	297	755	635	503	842	692	390	421	357	319	0	228
V/C Ratio(X)	0.20	0.36	0.14	0.29	0.68	0.13	0.73	0.48	0.25	0.31	0.00	0.76
Avail Cap(c_a), veh/h	564	1060	891	714	1102	905	448	623	528	547	0	593
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.7	21.1	19.1	16.0	23.1	17.2	32.0	34.8	32.8	28.5	0.0	43.7
Incr Delay (d2), s/veh	0.1	0.2	0.1	0.1	0.8	0.1	3.8	0.3	0.1	0.2	0.0	1.9
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	1.4	8.1	2.4	3.6	16.6	2.3	10.4	7.9	3.2	3.4	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	17.8	21.3	19.2	16.1	24.0	17.3	35.8	35.1	33.0	28.7	0.0	45.6
LnGrp LOS	B	C	B	B	C	B	D	D	C	C	A	D
Approach Vol, veh/h		421			808			574			272	
Approach Delay, s/veh		20.4			21.8			35.1			39.4	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	51.9	22.5	19.4	13.2	48.7	12.3	29.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	20.0	60.0	20.0	35.0	20.0	60.0	20.0	35.0
Max Q Clear Time (g_c+I1), s	3.9	26.7	16.3	11.8	7.1	12.6	6.5	11.9
Green Ext Time (p_c), s	0.1	19.1	0.2	1.6	0.3	2.5	0.1	1.9

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	339	114	304	784	312	167	400	187	139	246	36
Future Volume (veh/h)	46	339	114	304	784	312	167	400	187	139	246	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1821	1836	1792	1821	1836	1836	1821	1836	1836	1836	1821	1778
Adj Flow Rate, veh/h	47	349	82	313	808	223	172	412	134	143	254	26
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, %	2	1	4	2	1	1	2	1	1	1	2	5
Cap, veh/h	76	803	676	389	989	797	214	512	524	186	719	366
Arrive On Green	0.03	0.35	0.35	0.12	0.43	0.43	0.10	0.22	0.22	0.08	0.21	0.21
Sat Flow, veh/h	2185	2313	1519	3365	2313	1556	2185	2313	1556	2203	3460	1507
Grp Volume(v), veh/h	47	349	82	313	808	223	172	412	134	143	254	26
Grp Sat Flow(s),veh/h/ln	1093	1156	1519	1682	1156	1556	1093	1156	1556	1101	1730	1507
Q Serve(g_s), s	2.3	12.5	3.4	9.8	33.2	8.8	8.3	18.2	6.8	6.9	6.8	1.4
Cycle Q Clear(g_c), s	2.3	12.5	3.4	9.8	33.2	8.8	8.3	18.2	6.8	6.9	6.8	1.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	803	676	389	989	797	214	512	524	186	719	366
V/C Ratio(X)	0.61	0.43	0.12	0.80	0.82	0.28	0.80	0.81	0.26	0.77	0.35	0.07
Avail Cap(c_a), veh/h	607	1071	852	934	1071	851	607	1071	900	612	1602	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.4	27.1	17.6	46.6	27.2	15.0	47.7	39.9	26.0	48.4	36.6	31.5
Incr Delay (d2), s/veh	3.0	0.4	0.1	1.5	4.7	0.2	2.7	1.2	0.1	4.9	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.1	5.8	2.0	7.1	13.7	5.0	4.0	8.6	4.2	3.5	4.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	27.5	17.7	48.1	31.9	15.2	50.3	41.0	26.1	53.3	36.8	31.6
LnGrp LOS	D	C	B	D	C	B	D	D	C	D	D	C
Approach Vol, veh/h		478			1344			718			423	
Approach Delay, s/veh		28.4			32.9			40.5			42.1	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	52.2	16.6	29.4	18.5	43.5	15.1	30.9
Change Period (Y+Rc), s	6.0	6.0	6.0	* 7	6.0	6.0	6.0	7.0
Max Green Setting (Gmax), s	30.0	50.0	30.0	* 50	30.0	50.0	30.0	50.0
Max Q Clear Time (g_c+I1), s	4.3	35.2	10.3	8.8	11.8	14.5	8.9	20.2
Green Ext Time (p_c), s	0.1	11.0	0.3	5.6	0.7	8.4	0.4	3.7

Intersection Summary	
HCM 6th Ctrl Delay	35.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	44	549	107	471	1224	200	182	210	297	107	255	70
Future Volume (veh/h)	44	549	107	471	1224	200	182	210	297	107	255	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1909	1836	1821	1836	1836	1836	1836	1836	1836	1807	1821
Adj Flow Rate, veh/h	47	584	78	501	1302	146	194	223	216	114	271	51
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	1	2	1	1	1	1	1	1	3	2
Cap, veh/h	98	1071	459	449	1058	668	223	271	230	406	317	271
Arrive On Green	0.03	0.30	0.30	0.32	0.86	0.86	0.10	0.15	0.15	0.12	0.18	0.18
Sat Flow, veh/h	1762	3627	1556	1734	2460	1554	2343	1836	1556	3391	1807	1543
Grp Volume(v), veh/h	47	584	78	501	1302	146	194	223	216	114	271	51
Grp Sat Flow(s),veh/h/ln	1762	1814	1556	1734	1230	1554	1171	1836	1556	1696	1807	1543
Q Serve(g_s), s	2.2	20.3	3.1	24.0	64.5	2.4	12.3	17.7	15.3	4.6	21.8	4.2
Cycle Q Clear(g_c), s	2.2	20.3	3.1	24.0	64.5	2.4	12.3	17.7	15.3	4.6	21.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	98	1071	459	449	1058	668	223	271	230	406	317	271
V/C Ratio(X)	0.48	0.55	0.17	1.12	1.23	0.22	0.87	0.82	0.94	0.28	0.86	0.19
Avail Cap(c_a), veh/h	195	1269	544	449	1058	668	242	355	301	452	410	350
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.5	44.4	11.9	33.4	10.5	6.2	66.9	62.0	34.9	60.1	60.0	52.7
Incr Delay (d2), s/veh	1.3	2.0	0.8	67.4	108.5	0.1	24.0	10.3	30.4	0.1	10.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.7	14.1	3.9	24.5	27.5	1.4	7.7	13.7	12.1	3.5	16.1	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	46.4	12.7	100.7	119.0	6.3	90.9	72.3	65.3	60.3	70.9	52.9
LnGrp LOS	D	D	B	F	F	A	F	E	E	E	E	D
Approach Vol, veh/h		709			1949			633			436	
Approach Delay, s/veh		42.1			105.8			75.6			66.0	
Approach LOS		D			F			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.8	71.0	19.8	32.3	30.0	50.8	24.0	28.2
Change Period (Y+Rc), s	5.5	6.5	5.5	6.0	6.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	12.5	64.5	15.5	34.0	24.0	52.5	20.0	29.0
Max Q Clear Time (g_c+I1), s	4.2	66.5	14.3	23.8	26.0	22.3	6.6	19.7
Green Ext Time (p_c), s	0.0	0.0	0.1	2.5	0.0	15.8	0.2	2.5

Intersection Summary	
HCM 6th Ctrl Delay	83.9
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	896	2	10	1844	131	8	2	5	96	0	87
Future Volume (veh/h)	67	896	2	10	1844	131	8	2	5	96	0	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1850	1909	1850	1850	1821	1909	1763	1924	1850	1850	1850	1850
Adj Flow Rate, veh/h	70	933	2	10	1921	112	8	2	4	100	0	63
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	0	1	0	0	2	1	6	0	0	0	0	0
Cap, veh/h	181	2677	1157	517	2484	1159	196	75	150	155	3	75
Arrive On Green	0.06	1.00	1.00	0.01	0.72	0.72	0.13	0.13	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1762	3627	1568	1762	3460	1614	1297	573	1145	888	20	572
Grp Volume(v), veh/h	70	933	2	10	1921	112	8	0	6	163	0	0
Grp Sat Flow(s),veh/h/ln	1762	1814	1568	1762	1730	1614	1297	0	1718	1480	0	0
Q Serve(g_s), s	1.6	0.0	0.0	0.2	52.8	3.2	0.0	0.0	0.5	15.7	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.2	52.8	3.2	1.0	0.0	0.5	16.1	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	0.61		0.39
Lane Grp Cap(c), veh/h	181	2677	1157	517	2484	1159	196	0	224	232	0	0
V/C Ratio(X)	0.39	0.35	0.00	0.02	0.77	0.10	0.04	0.00	0.03	0.70	0.00	0.00
Avail Cap(c_a), veh/h	296	2677	1157	667	2484	1159	295	0	355	345	0	0
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	0.86	0.64	0.64	0.64	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	18.0	0.0	0.0	4.7	13.4	6.4	57.1	0.0	56.9	63.7	0.0	0.0
Incr Delay (d2), s/veh	1.2	0.1	0.0	0.0	1.6	0.1	0.1	0.0	0.0	5.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.0	0.1	0.0	0.1	22.7	1.7	0.5	0.0	0.4	10.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.1	0.1	0.0	4.7	15.0	6.5	57.2	0.0	56.9	69.1	0.0	0.0
LnGrp LOS	B	A	A	A	B	A	E	A	E	E	A	A
Approach Vol, veh/h		1005			2043			14			163	
Approach Delay, s/veh		1.4			14.5			57.1			69.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.2	114.2		25.6	7.2	117.2		25.6
Change Period (Y+Rc), s	5.5	6.5		6.0	5.5	6.5		6.0
Max Green Setting (Gmax), s	14.5	86.5		31.0	14.5	86.5		31.0
Max Q Clear Time (g_c+I1), s	3.6	54.8		18.1	2.2	2.0		3.0
Green Ext Time (p_c), s	0.1	31.4		1.5	0.0	46.8		0.0

Intersection Summary			
HCM 6th Ctrl Delay			13.4
HCM 6th LOS			B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	955	4	3	1963	34	8	1	5	45	0	39
Future Volume (veh/h)	22	955	4	3	1963	34	8	1	5	45	0	39
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1924	1836	1850	1924	1836	1850	1850	1850	1850	1850	1850	1850
Adj Flow Rate, veh/h	23	1016	4	3	2088	26	9	1	4	48	0	28
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	0	1	0	0	1	0	0	0	0	0	0	0
Cap, veh/h	133	2627	1181	429	2416	1086	116	16	63	113	90	76
Arrive On Green	0.02	0.75	0.75	0.69	0.69	0.69	0.05	0.05	0.05	0.05	0.00	0.05
Sat Flow, veh/h	1832	3488	1568	584	3488	1568	1404	323	1294	1434	1850	1568
Grp Volume(v), veh/h	23	1016	4	3	2088	26	9	0	5	48	0	28
Grp Sat Flow(s),veh/h/ln	1832	1744	1568	584	1744	1568	1404	0	1617	1434	1850	1568
Q Serve(g_s), s	0.5	15.2	0.1	0.3	68.8	0.8	0.9	0.0	0.4	5.0	0.0	2.6
Cycle Q Clear(g_c), s	0.5	15.2	0.1	6.4	68.8	0.8	0.9	0.0	0.4	5.4	0.0	2.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.80	1.00		1.00
Lane Grp Cap(c), veh/h	133	2627	1181	429	2416	1086	116	0	79	113	90	76
V/C Ratio(X)	0.17	0.39	0.00	0.01	0.86	0.02	0.08	0.00	0.06	0.42	0.00	0.37
Avail Cap(c_a), veh/h	267	2883	1296	429	2418	1087	179	0	151	178	173	146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.95	0.47	0.47	0.47	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.0	6.4	4.6	9.1	17.6	7.2	68.3	0.0	68.1	70.7	0.0	69.1
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	1.8	0.0	0.1	0.0	0.1	0.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	8.1	0.0	0.1	28.9	0.4	0.6	0.0	0.3	3.4	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	24.2	6.9	4.6	9.1	19.5	7.2	68.4	0.0	68.2	71.6	0.0	70.2
LnGrp LOS	C	A	A	A	B	A	E	A	E	E	A	E
Approach Vol, veh/h		1043			2117			14			76	
Approach Delay, s/veh		7.2			19.3			68.4			71.1	
Approach LOS		A			B			E			E	

Timer - Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	9.1	109.9		13.3		119.0		13.3
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	14.0	104.0		14.0		124.0		14.0
Max Q Clear Time (g_c+I1), s	2.5	70.8		7.4		17.2		2.9
Green Ext Time (p_c), s	0.0	33.1		0.1		69.0		0.0

Intersection Summary		
HCM 6th Ctrl Delay		16.9
HCM 6th LOS		B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	154	828	1770	83	56	255
Future Volume (veh/h)	154	828	1770	83	56	255
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1836	1836	1836	1850	1850	1821
Adj Flow Rate, veh/h	167	900	1924	79	61	187
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	1	1	1	0	0	2
Cap, veh/h	190	2390	1953	878	237	208
Arrive On Green	0.08	0.69	0.56	0.56	0.13	0.13
Sat Flow, veh/h	1748	3579	3579	1568	1762	1543
Grp Volume(v), veh/h	167	900	1924	79	61	187
Grp Sat Flow(s),veh/h/ln	1748	1744	1744	1568	1762	1543
Q Serve(g_s), s	9.7	16.4	81.2	3.5	4.7	17.9
Cycle Q Clear(g_c), s	9.7	16.4	81.2	3.5	4.7	17.9
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	190	2390	1953	878	237	208
V/C Ratio(X)	0.88	0.38	0.99	0.09	0.26	0.90
Avail Cap(c_a), veh/h	262	2390	1953	878	347	304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.95	0.24	0.24	1.00	1.00
Uniform Delay (d), s/veh	49.7	10.0	32.4	15.3	58.2	63.9
Incr Delay (d2), s/veh	16.9	0.4	7.0	0.0	0.2	16.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.2	9.5	37.3	2.1	3.8	12.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	66.6	10.4	39.4	15.3	58.4	80.5
LnGrp LOS	E	B	D	B	E	F
Approach Vol, veh/h		1067	2003		248	
Approach Delay, s/veh		19.2	38.5		75.0	
Approach LOS		B	D		E	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.8	90.0		25.7		108.8
Change Period (Y+Rc), s	7.0	6.0		5.5		6.0
Max Green Setting (Gmax), s	18.0	84.0		29.5		92.0
Max Q Clear Time (g_c+I1), s	11.7	83.2		19.9		18.4
Green Ext Time (p_c), s	0.2	0.8		0.3		21.5

Intersection Summary	
HCM 6th Ctrl Delay	35.0
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	507	1111	3	1	35
Future Vol, veh/h	7	507	1111	3	1	35
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	551	1208	3	1	38

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1211	0	-	0	1777	1210
Stage 1	-	-	-	-	1210	-
Stage 2	-	-	-	-	567	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	576	-	-	-	91	223
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	568	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	576	-	-	-	89	223
Mov Cap-2 Maneuver	-	-	-	-	89	-
Stage 1	-	-	-	-	276	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	25.5
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	576	-	-	-	214
HCM Lane V/C Ratio	0.013	-	-	-	0.183
HCM Control Delay (s)	11.3	0	-	-	25.5
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	502	5	28	1069	4	11
Future Vol, veh/h	502	5	28	1069	4	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	546	5	30	1162	4	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	551	0	1771	549
Stage 1	-	-	-	-	549	-
Stage 2	-	-	-	-	1222	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1019	-	91	535
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	278	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1019	-	83	535
Mov Cap-2 Maneuver	-	-	-	-	83	-
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	278	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	218	-	-	1019	-
HCM Lane V/C Ratio	0.075	-	-	0.03	-
HCM Control Delay (s)	22.8	-	-	8.6	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	509	1081	6	8	22
Future Vol, veh/h	8	509	1081	6	8	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	553	1175	7	9	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1182	0	-	0	1750	1179
Stage 1	-	-	-	-	1179	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	591	-	-	-	94	232
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	591	-	-	-	92	232
Mov Cap-2 Maneuver	-	-	-	-	92	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	32.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	591	-	-	-	165
HCM Lane V/C Ratio	0.015	-	-	-	0.198
HCM Control Delay (s)	11.2	0	-	-	32.1
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.7

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	607	2	5	1012	7	13
Future Vol, veh/h	607	2	5	1012	7	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	660	2	5	1100	8	14

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	662	0	1771	661
Stage 1	-	-	-	-	661	-
Stage 2	-	-	-	-	1110	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	927	-	91	462
Stage 1	-	-	-	-	514	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	927	-	90	462
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	315	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	26.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	189	-	-	927	-
HCM Lane V/C Ratio	0.115	-	-	0.006	-
HCM Control Delay (s)	26.5	-	-	8.9	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	599	972	3	15	21
Future Vol, veh/h	8	599	972	3	15	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, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	651	1057	3	16	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1060	0	-	0	1728	1059
Stage 1	-	-	-	-	1059	-
Stage 2	-	-	-	-	669	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	657	-	-	-	97	273
Stage 1	-	-	-	-	333	-
Stage 2	-	-	-	-	509	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	657	-	-	-	95	273
Mov Cap-2 Maneuver	-	-	-	-	95	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	509	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	36.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	657	-	-	-	153
HCM Lane V/C Ratio	0.013	-	-	-	0.256
HCM Control Delay (s)	10.6	0	-	-	36.4
HCM Lane LOS	B	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1

Intersection	
Int Delay, s/veh	22.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	161	441	723	161	103	279
Future Vol, veh/h	161	441	723	161	103	279
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	230	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	175	479	786	175	112	303

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	961	0	-	0	1615	786
Stage 1	-	-	-	-	786	-
Stage 2	-	-	-	-	829	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	716	-	-	-	114	392
Stage 1	-	-	-	-	449	-
Stage 2	-	-	-	-	429	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	716	-	-	-	~ 86	392
Mov Cap-2 Maneuver	-	-	-	-	~ 86	-
Stage 1	-	-	-	-	339	-
Stage 2	-	-	-	-	429	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	105.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	716	-	-	-	86	392
HCM Lane V/C Ratio	0.244	-	-	-	1.302	0.774
HCM Control Delay (s)	11.6	-	-	-	285.5	39.4
HCM Lane LOS	B	-	-	-	F	E
HCM 95th %tile Q(veh)	1	-	-	-	8.3	6.5

Notes

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

Intersection	
Int Delay, s/veh	108

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	441	126	52	512	34	160	60	51	42	59	113
Future Vol, veh/h	32	441	126	52	512	34	160	60	51	42	59	113
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	100	100	-	75	100	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	35	479	137	57	557	37	174	65	55	46	64	123

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	594	0	0	616	0	0	1332	1257	479	1349	1357	557
Stage 1	-	-	-	-	-	-	549	549	-	671	671	-
Stage 2	-	-	-	-	-	-	783	708	-	678	686	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	982	-	-	964	-	-	~ 131	171	587	128	149	530
Stage 1	-	-	-	-	-	-	520	516	-	446	455	-
Stage 2	-	-	-	-	-	-	387	438	-	442	448	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	982	-	-	964	-	-	~ 59	155	587	73	135	530
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 59	155	-	73	135	-
Stage 1	-	-	-	-	-	-	501	497	-	430	428	-
Stage 2	-	-	-	-	-	-	238	412	-	335	432	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.8	$ 620.8	59.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	59	234	982	-	-	964	-	-	73	265
HCM Lane V/C Ratio	2.948	0.516	0.035	-	-	0.059	-	-	0.625	0.705
HCM Control Delay (s)	$ 1026.7	35.7	8.8	-	-	9	-	-	114.9	45.6
HCM Lane LOS	F	E	A	-	-	A	-	-	F	E
HCM 95th %tile Q(veh)	18	2.7	0.1	-	-	0.2	-	-	2.8	4.8

Notes

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

Intersection	
Int Delay, s/veh	14.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	28	394	81	28	521	29	73	20	109	37	6	43
Future Vol, veh/h	28	394	81	28	521	29	73	20	109	37	6	43
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	30	428	88	30	566	32	79	22	118	40	7	47

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	598	0	0	516	0	0	1201	1190	472	1244	1218	582
Stage 1	-	-	-	-	-	-	532	532	-	642	642	-
Stage 2	-	-	-	-	-	-	669	658	-	602	576	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	979	-	-	1050	-	-	162	188	592	151	181	513
Stage 1	-	-	-	-	-	-	531	526	-	463	469	-
Stage 2	-	-	-	-	-	-	447	461	-	486	502	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	979	-	-	1050	-	-	137	177	592	105	170	513
Mov Cap-2 Maneuver	-	-	-	-	-	-	137	177	-	105	170	-
Stage 1	-	-	-	-	-	-	515	510	-	449	455	-
Stage 2	-	-	-	-	-	-	389	448	-	361	486	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.4	78.7	44
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	243	979	-	-	1050	-	-	182
HCM Lane V/C Ratio	0.904	0.031	-	-	0.029	-	-	0.514
HCM Control Delay (s)	78.7	8.8	-	-	8.5	-	-	44
HCM Lane LOS	F	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	7.7	0.1	-	-	0.1	-	-	2.6

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	531	8	8	530	13	3	1	3	9	5	16
Future Vol, veh/h	7	531	8	8	530	13	3	1	3	9	5	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	577	9	9	576	14	3	1	3	10	5	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	590	0	0	586	0	0	1210	1206	582	1201	1203	583
Stage 1	-	-	-	-	-	-	598	598	-	601	601	-
Stage 2	-	-	-	-	-	-	612	608	-	600	602	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	985	-	-	989	-	-	159	184	513	162	184	512
Stage 1	-	-	-	-	-	-	489	491	-	487	489	-
Stage 2	-	-	-	-	-	-	480	486	-	488	489	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	985	-	-	989	-	-	148	181	513	158	181	512
Mov Cap-2 Maneuver	-	-	-	-	-	-	148	181	-	158	181	-
Stage 1	-	-	-	-	-	-	485	487	-	483	485	-
Stage 2	-	-	-	-	-	-	454	482	-	480	485	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	21.9	20.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	221	985	-	-	989	-	-	259
HCM Lane V/C Ratio	0.034	0.008	-	-	0.009	-	-	0.126
HCM Control Delay (s)	21.9	8.7	0	-	8.7	0	-	20.9
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.4

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	614	7	29	512	7	20
Future Vol, veh/h	614	7	29	512	7	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	125	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	667	8	32	557	8	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	675	0	1292	671
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	621	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	916	-	180	456
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	536	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	916	-	174	456
Mov Cap-2 Maneuver	-	-	-	-	174	-
Stage 1	-	-	-	-	490	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	16.7
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	174	456	-	-	916	-
HCM Lane V/C Ratio	0.044	0.048	-	-	0.034	-
HCM Control Delay (s)	26.6	13.3	-	-	9.1	-
HCM Lane LOS	D	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	189

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	62	812	8	4	514	34	32	6	19	186	7	121
Future Vol, veh/h	62	812	8	4	514	34	32	6	19	186	7	121
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	115	-	235	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	67	883	9	4	559	37	35	7	21	202	8	132

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	596	0	0	892	0	0	1678	1626	888	1603	1593	559
Stage 1	-	-	-	-	-	-	1022	1022	-	567	567	-
Stage 2	-	-	-	-	-	-	656	604	-	1036	1026	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	980	-	-	760	-	-	75	102	343	~ 85	107	529
Stage 1	-	-	-	-	-	-	285	313	-	508	507	-
Stage 2	-	-	-	-	-	-	454	488	-	280	312	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	980	-	-	760	-	-	50	95	343	~ 71	99	529
Mov Cap-2 Maneuver	-	-	-	-	-	-	50	95	-	~ 71	99	-
Stage 1	-	-	-	-	-	-	266	292	-	473	504	-
Stage 2	-	-	-	-	-	-	334	486	-	240	291	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	153.1	$ 1057
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	980	-	-	760	-	-	108
HCM Lane V/C Ratio	0.826	0.069	-	-	0.006	-	-	3.16
HCM Control Delay (s)	153.1	8.9	-	-	9.8	-	-	$ 1057
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.1	0.2	-	-	0	-	-	33

Notes

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

Intersection	
Int Delay, s/veh	45.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	75	874	4	2	432	50	19	5	22	101	1	66
Future Vol, veh/h	75	874	4	2	432	50	19	5	22	101	1	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	215	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	82	950	4	2	470	54	21	5	24	110	1	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	524	0	0	954	0	0	1654	1644	952	1605	1592	470
Stage 1	-	-	-	-	-	-	1116	1116	-	474	474	-
Stage 2	-	-	-	-	-	-	538	528	-	1131	1118	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1043	-	-	720	-	-	78	100	315	~ 85	107	594
Stage 1	-	-	-	-	-	-	252	283	-	571	558	-
Stage 2	-	-	-	-	-	-	527	528	-	247	282	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1043	-	-	720	-	-	64	92	315	~ 70	98	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	64	92	-	~ 70	98	-
Stage 1	-	-	-	-	-	-	232	261	-	526	556	-
Stage 2	-	-	-	-	-	-	461	526	-	206	260	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	63.4	$ 423.7
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	109	1043	-	-	720	-	-	107
HCM Lane V/C Ratio	0.459	0.078	-	-	0.003	-	-	1.707
HCM Control Delay (s)	63.4	8.7	-	-	10	-	-	$ 423.7
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2	0.3	-	-	0	-	-	14.3

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	6	1007	420	27	39	23
Future Vol, veh/h	6	1007	420	27	39	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	1095	457	29	42	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	486	0	-	0	1566	457
Stage 1	-	-	-	-	457	-
Stage 2	-	-	-	-	1109	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1077	-	-	-	122	604
Stage 1	-	-	-	-	638	-
Stage 2	-	-	-	-	316	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1077	-	-	-	121	604
Mov Cap-2 Maneuver	-	-	-	-	121	-
Stage 1	-	-	-	-	634	-
Stage 2	-	-	-	-	316	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	38.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1077	-	-	-	172
HCM Lane V/C Ratio	0.006	-	-	-	0.392
HCM Control Delay (s)	8.4	-	-	-	38.8
HCM Lane LOS	A	-	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.7

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	1014	9	19	422	7	25	0	38	30	0	19
Future Vol, veh/h	7	1014	9	19	422	7	25	0	38	30	0	19
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	1102	10	21	459	8	27	0	41	33	0	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	467	0	0	1112	0	0	1639	1632	1107	1649	1633	463
Stage 1	-	-	-	-	-	-	1123	1123	-	505	505	-
Stage 2	-	-	-	-	-	-	516	509	-	1144	1128	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1094	-	-	628	-	-	80	101	256	79	101	599
Stage 1	-	-	-	-	-	-	250	281	-	549	540	-
Stage 2	-	-	-	-	-	-	542	538	-	243	279	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1094	-	-	628	-	-	75	97	256	64	97	599
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	97	-	64	97	-
Stage 1	-	-	-	-	-	-	248	279	-	545	522	-
Stage 2	-	-	-	-	-	-	506	520	-	202	277	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.5	59.2	78.8
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	131	1094	-	-	628	-	-	98
HCM Lane V/C Ratio	0.523	0.007	-	-	0.033	-	-	0.543
HCM Control Delay (s)	59.2	8.3	-	-	10.9	-	-	78.8
HCM Lane LOS	F	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	2.5	0	-	-	0.1	-	-	2.5

Intersection	
Int Delay, s/veh	45.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	90	993	392	104	176	64
Future Vol, veh/h	90	993	392	104	176	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	98	1079	426	113	191	70

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	539	0	-	0	1758	483
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	1275	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1018	-	-	-	~ 58	702
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	263	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	1018	-	-	-	~ 44	702
Mov Cap-2 Maneuver	-	-	-	-	~ 128	-
Stage 1	-	-	-	-	513	-
Stage 2	-	-	-	-	263	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	$ 342.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1018	-	-	-	164
HCM Lane V/C Ratio	0.096	-	-	-	1.591
HCM Control Delay (s)	8.9	0	-	-	$ 342.5
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0.3	-	-	-	17.7

Notes

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

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	260	1311	6	14	737	74	3	80	19	31	314	201
Future Vol, veh/h	260	1311	6	14	737	74	3	80	19	31	314	201
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	283	1425	7	15	801	80	3	87	21	34	341	218

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	881	0	0	1432	0	0	3146	2906	1429	2920	2869	841
Stage 1	-	-	-	-	-	-	1995	1995	-	871	871	-
Stage 2	-	-	-	-	-	-	1151	911	-	2049	1998	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	767	-	-	474	-	-	7	~ 16	165	~ 10	~ 17	365
Stage 1	-	-	-	-	-	-	78	105	-	346	368	-
Stage 2	-	-	-	-	-	-	241	353	-	73	~ 105	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	767	-	-	474	-	-	-	~ 10	165	-	~ 10	365
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 10	-	-	~ 10	-
Stage 1	-	-	-	-	-	-	49	~ 66	-	218	356	-
Stage 2	-	-	-	-	-	-	4	342	-	-	~ 66	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	2	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	12	767	-	-	474	-	-	-	16
HCM Lane V/C Ratio	-	8.967	0.368	-	-	0.032	-	-	-	34.986
HCM Control Delay (s)	$	4201.1	12.4	-	-	12.8	-	-	$	15752.1
HCM Lane LOS	-	F	B	-	-	B	-	-	-	F
HCM 95th %tile Q(veh)	-	14.7	1.7	-	-	0.1	-	-	-	70.9

Notes

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

Intersection	
Int Delay, s/veh	487.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	1483	6	84	842	15	10	5	539	5	5	40
Future Vol, veh/h	20	1483	6	84	842	15	10	5	539	5	5	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	22	1612	7	91	915	16	11	5	586	5	5	43

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	931	0	0	1619	0	0	2789	2773	1616	3060	2768	923
Stage 1	-	-	-	-	-	-	1660	1660	-	1105	1105	-
Stage 2	-	-	-	-	-	-	1129	1113	-	1955	1663	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	735	-	-	402	-	-	12	19	~ 128	8	19	327
Stage 1	-	-	-	-	-	-	123	154	-	256	286	-
Stage 2	-	-	-	-	-	-	248	284	-	83	154	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	735	-	-	402	-	-	~ 6	14	~ 128	-	14	327
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 6	14	-	-	14	-
Stage 1	-	-	-	-	-	-	119	149	-	248	221	-
Stage 2	-	-	-	-	-	-	162	220	-	-	149	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1.5	$ 2686.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	89	735	-	-	402	-	-	-
HCM Lane V/C Ratio	6.766	0.03	-	-	0.227	-	-	-
HCM Control Delay (s)	$ 2686.8	10	-	-	16.6	-	-	-
HCM Lane LOS	F	B	-	-	C	-	-	-
HCM 95th %tile Q(veh)	67.5	0.1	-	-	0.9	-	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	412	11	69	984	49	7	10	63	31	19	412
Future Volume (veh/h)	162	412	11	69	984	49	7	10	63	31	19	412
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	176	448	12	75	1070	53	8	11	68	34	21	448
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1132	30	578	1038	51	68	39	243	272	14	291
Arrive On Green	0.07	0.62	0.62	0.03	0.59	0.59	0.01	0.17	0.17	0.03	0.19	0.19
Sat Flow, veh/h	1781	1813	49	1781	1767	88	1781	225	1394	1781	71	1524
Grp Volume(v), veh/h	176	0	460	75	0	1123	8	0	79	34	0	469
Grp Sat Flow(s),veh/h/ln	1781	0	1862	1781	0	1855	1781	0	1619	1781	0	1596
Q Serve(g_s), s	9.9	0.0	17.4	2.4	0.0	83.0	0.5	0.0	6.0	2.2	0.0	27.0
Cycle Q Clear(g_c), s	9.9	0.0	17.4	2.4	0.0	83.0	0.5	0.0	6.0	2.2	0.0	27.0
Prop In Lane	1.00		0.03	1.00		0.05	1.00		0.86	1.00		0.96
Lane Grp Cap(c), veh/h	177	0	1162	578	0	1089	68	0	283	272	0	305
V/C Ratio(X)	0.99	0.00	0.40	0.13	0.00	1.03	0.12	0.00	0.28	0.13	0.00	1.54
Avail Cap(c_a), veh/h	177	0	1162	594	0	1089	114	0	309	288	0	305
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	50.8	0.0	13.2	11.2	0.0	29.2	49.4	0.0	50.6	46.2	0.0	57.2
Incr Delay (d2), s/veh	66.0	0.0	0.2	0.1	0.0	35.6	0.8	0.0	0.5	0.2	0.0	258.1
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	11.0	0.0	11.2	1.6	0.0	55.2	0.4	0.0	4.5	1.8	0.0	50.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	116.8	0.0	13.5	11.3	0.0	64.8	50.2	0.0	51.2	46.4	0.0	315.3
LnGrp LOS	F	A	B	B	A	F	D	A	D	D	A	F
Approach Vol, veh/h		636			1198			87			503	
Approach Delay, s/veh		42.0			61.4			51.1			297.1	
Approach LOS		D			E			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	88.0	6.3	32.0	9.7	93.3	8.7	29.7
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	83.0	5.0	27.0	6.0	87.0	5.0	27.0
Max Q Clear Time (g_c+I1), s	11.9	85.0	2.5	29.0	4.4	19.4	4.2	8.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	7.2	0.0	0.7

Intersection Summary	
HCM 6th Ctrl Delay	104.9
HCM 6th LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	22	446	694	97	124	137
Future Volume (veh/h)	22	446	694	97	124	137
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	24	485	754	105	135	149
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	311	1216	1032	875	163	180
Arrive On Green	0.03	0.65	0.55	0.55	0.21	0.21
Sat Flow, veh/h	1781	1870	1870	1585	793	875
Grp Volume(v), veh/h	24	485	754	105	285	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1673	0
Q Serve(g_s), s	0.4	8.5	21.1	2.2	11.3	0.0
Cycle Q Clear(g_c), s	0.4	8.5	21.1	2.2	11.3	0.0
Prop In Lane	1.00			1.00	0.47	0.52
Lane Grp Cap(c), veh/h	311	1216	1032	875	345	0
V/C Ratio(X)	0.08	0.40	0.73	0.12	0.83	0.00
Avail Cap(c_a), veh/h	392	1935	1666	1412	673	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.4	5.7	11.7	7.5	26.4	0.0
Incr Delay (d2), s/veh	0.1	0.2	1.0	0.1	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	4.2	11.7	1.2	8.2	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.5	6.0	12.7	7.5	31.5	0.0
LnGrp LOS	A	A	B	A	C	A
Approach Vol, veh/h		509	859		285	
Approach Delay, s/veh		6.1	12.1		31.5	
Approach LOS		A	B		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	6.9	43.4		19.3		50.3
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	5.0	62.0		28.0		72.0
Max Q Clear Time (g_c+I1), s	2.4	23.1		13.3		10.5
Green Ext Time (p_c), s	0.0	15.3		1.0		8.2

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	508	128	267	402	60	31	89	194	127	121	211
Future Volume (veh/h)	70	508	128	267	402	60	31	89	194	127	121	211
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	76	552	94	290	437	44	34	97	143	138	132	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	466	732	621	427	865	733	304	244	207	338	333	
Arrive On Green	0.05	0.39	0.39	0.12	0.46	0.46	0.03	0.13	0.13	0.08	0.18	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	76	552	94	290	437	44	34	97	143	138	132	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	1.8	18.7	2.8	6.5	12.1	1.1	1.2	3.5	6.3	4.8	4.6	0.0
Cycle Q Clear(g_c), s	1.8	18.7	2.8	6.5	12.1	1.1	1.2	3.5	6.3	4.8	4.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	466	732	621	427	865	733	304	244	207	338	333	
V/C Ratio(X)	0.16	0.75	0.15	0.68	0.51	0.06	0.11	0.40	0.69	0.41	0.40	
Avail Cap(c_a), veh/h	492	1119	948	568	1373	1163	365	636	539	338	661	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	12.2	19.3	14.5	13.8	13.9	10.9	26.2	29.3	30.6	24.4	26.7	0.0
Incr Delay (d2), s/veh	0.2	1.6	0.1	2.0	0.5	0.0	0.2	1.0	4.1	0.8	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	12.2	1.7	4.3	8.1	0.7	0.9	2.8	4.6	3.6	3.6	0.0
Unsig. Movement Delay, s/veh												0.00
LnGrp Delay(d),s/veh	12.3	20.9	14.6	15.8	14.3	11.0	26.3	30.4	34.6	25.2	27.5	0.0
LnGrp LOS	B	C	B	B	B	B	C	C	C	C	C	A
Approach Vol, veh/h		722			771			274			499	A
Approach Delay, s/veh		19.2			14.7			32.1			14.3	
Approach LOS		B			B			C			B	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.9	39.0	7.5	18.1	14.1	33.8	11.0	14.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	54.0	5.0	26.0	15.0	44.0	6.0	25.0
Max Q Clear Time (g_c+I1), s	3.8	14.1	3.2	6.6	8.5	20.7	6.8	8.3
Green Ext Time (p_c), s	0.0	7.2	0.0	1.3	0.6	8.1	0.0	1.3

Intersection Summary	
HCM 6th Ctrl Delay	18.1
HCM 6th LOS	B

Notes

Unsignalized Delay for [SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1179	21	46	503	16	114
Future Volume (veh/h)	1179	21	46	503	16	114
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1282	19	50	547	17	84
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1468	1244	246	1600	121	107
Arrive On Green	0.78	0.78	0.03	0.86	0.07	0.07
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	1282	19	50	547	17	84
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	61.0	0.3	0.6	7.8	1.2	6.8
Cycle Q Clear(g_c), s	61.0	0.3	0.6	7.8	1.2	6.8
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1468	1244	246	1600	121	107
V/C Ratio(X)	0.87	0.02	0.20	0.34	0.14	0.78
Avail Cap(c_a), veh/h	1468	1244	408	1600	384	341
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	9.6	3.0	19.2	1.9	57.0	59.7
Incr Delay (d2), s/veh	7.5	0.0	0.4	0.6	0.5	11.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	29.8	0.2	1.5	3.4	1.0	5.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.0	3.1	19.6	2.5	57.6	71.3
LnGrp LOS	B	A	B	A	E	E
Approach Vol, veh/h	1301			597	101	
Approach Delay, s/veh	16.8			3.9	69.0	
Approach LOS	B			A	E	

Timer - Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		116.2			9.2	107.0		13.8
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		92.0			16.0	71.0		28.0
Max Q Clear Time (g_c+I1), s		9.8			2.6	63.0		8.8
Green Ext Time (p_c), s		10.7			0.1	7.5		0.3

Intersection Summary	
HCM 6th Ctrl Delay	15.6
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	415	697	274	252	33	303	172	159	88	501	32
Future Volume (veh/h)	19	415	697	274	252	33	303	172	159	88	501	32
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	451	694	298	274	25	329	187	118	96	545	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	516	695	292	379	309	364	764	782	282	509	32
Arrive On Green	0.17	0.28	0.28	0.08	0.19	0.19	0.16	0.41	0.41	0.05	0.29	0.29
Sat Flow, veh/h	1781	1870	1585	3456	1945	1585	2244	1870	1585	1781	1742	109
Grp Volume(v), veh/h	21	451	694	298	274	25	329	187	118	96	0	579
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1945	1585	1122	1870	1585	1781	0	1851
Q Serve(g_s), s	0.0	29.9	26.4	11.0	17.2	1.4	18.7	8.5	5.3	5.5	0.0	38.0
Cycle Q Clear(g_c), s	0.0	29.9	26.4	11.0	17.2	1.4	18.7	8.5	5.3	5.5	0.0	38.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	402	516	695	292	379	309	364	764	782	282	0	541
V/C Ratio(X)	0.05	0.87	1.00	1.02	0.72	0.08	0.90	0.24	0.15	0.34	0.00	1.07
Avail Cap(c_a), veh/h	402	516	695	292	569	463	432	820	829	282	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.0	44.9	19.2	59.5	49.0	29.4	53.4	25.3	18.0	37.9	0.0	46.0
Incr Delay (d2), s/veh	0.0	18.2	33.8	57.6	11.3	0.5	18.2	0.1	0.0	0.3	0.0	58.8
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	1.0	23.2	20.5	11.7	14.7	1.3	10.2	6.8	3.5	4.4	0.0	36.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.0	63.1	53.0	117.1	60.4	29.9	71.7	25.3	18.1	38.2	0.0	104.8
LnGrp LOS	D	E	D	F	E	C	E	C	B	D	A	F
Approach Vol, veh/h		1166			597			634			675	
Approach Delay, s/veh		56.7			87.4			48.0			95.4	
Approach LOS		E			F			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.6	31.3	27.1	44.0	17.0	41.9	12.0	59.1
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	38.0	25.0	38.0	11.0	32.0	6.0	57.0
Max Q Clear Time (g_c+I1), s	2.0	19.2	20.7	40.0	13.0	31.9	7.5	10.5
Green Ext Time (p_c), s	0.0	6.2	0.4	0.0	0.0	0.1	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	69.4
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	872	14	36	361	131	5	6	39	374	14	115
Future Volume (veh/h)	73	872	14	36	361	131	5	6	39	374	14	115
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	79	948	11	39	392	96	5	7	29	407	15	117
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	642	1255	1064	302	1242	1052	67	72	61	247	26	200
Arrive On Green	0.04	0.67	0.67	0.03	0.66	0.66	0.01	0.04	0.04	0.11	0.14	0.14
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	183	1430
Grp Volume(v), veh/h	79	948	11	39	392	96	5	7	29	407	0	132
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	0	1613
Q Serve(g_s), s	1.8	44.0	0.1	0.9	11.6	2.8	0.4	0.5	2.1	14.0	0.0	10.0
Cycle Q Clear(g_c), s	1.8	44.0	0.1	0.9	11.6	2.8	0.4	0.5	2.1	14.0	0.0	10.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.89
Lane Grp Cap(c), veh/h	642	1255	1064	302	1242	1052	67	72	61	247	0	225
V/C Ratio(X)	0.12	0.76	0.01	0.13	0.32	0.09	0.07	0.10	0.48	1.65	0.00	0.59
Avail Cap(c_a), veh/h	646	1255	1064	319	1242	1052	124	360	305	247	0	422
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	6.7	14.3	1.4	13.9	9.3	7.8	63.2	60.3	47.7	56.4	0.0	52.4
Incr Delay (d2), s/veh	0.1	4.3	0.0	0.2	0.7	0.2	0.5	0.6	5.7	308.3	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.2	25.4	0.2	0.6	7.7	1.7	0.3	0.4	1.8	44.9	0.0	7.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.8	18.5	1.4	14.1	10.0	8.0	63.7	60.9	53.3	364.8	0.0	54.8
LnGrp LOS	A	B	A	B	A	A	E	E	D	F	A	D
Approach Vol, veh/h		1038			527			41			539	
Approach Delay, s/veh		17.5			9.9			55.9			288.9	
Approach LOS		B			A			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.7	91.3	5.8	23.2	8.8	92.2	19.0	10.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	66.0	5.0	34.0	5.0	66.0	14.0	25.0
Max Q Clear Time (g_c+I1), s	3.8	13.6	2.4	12.0	2.9	46.0	16.0	4.1
Green Ext Time (p_c), s	0.0	5.2	0.0	1.5	0.0	13.6	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	84.5
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	52	462	697	668	219	57	302	843	819	126	1202	25
Future Volume (veh/h)	52	462	697	668	219	57	302	843	819	126	1202	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	57	502	697	726	238	42	328	916	858	137	1307	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	637	552	592	1043	671	349	1176	919	168	1217	591
Arrive On Green	0.03	0.22	0.22	0.17	0.36	0.36	0.13	0.41	0.41	0.06	0.34	0.34
Sat Flow, veh/h	2743	2880	1585	3456	2880	1585	2743	2880	1585	2743	3554	1585
Grp Volume(v), veh/h	57	502	697	726	238	42	328	916	858	137	1307	18
Grp Sat Flow(s),veh/h/ln	1372	1440	1585	1728	1440	1585	1372	1440	1585	1372	1777	1585
Q Serve(g_s), s	3.7	29.8	40.0	31.0	10.4	2.8	21.5	49.9	73.9	8.9	62.0	1.3
Cycle Q Clear(g_c), s	3.7	29.8	40.0	31.0	10.4	2.8	21.5	49.9	73.9	8.9	62.0	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	83	637	552	592	1043	671	349	1176	919	168	1217	591
V/C Ratio(X)	0.69	0.79	1.26	1.23	0.23	0.06	0.94	0.78	0.93	0.82	1.07	0.03
Avail Cap(c_a), veh/h	242	637	552	592	1043	671	349	1176	919	242	1217	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.9	66.5	59.0	75.0	40.1	30.9	78.3	46.4	34.9	84.0	59.5	36.0
Incr Delay (d2), s/veh	3.8	6.6	132.5	116.4	0.1	0.0	32.8	3.1	15.8	11.3	48.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	16.8	63.1	34.1	6.6	2.0	13.9	24.7	45.9	6.1	47.0	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.7	73.1	191.5	191.4	40.2	31.0	111.1	49.5	50.7	95.3	107.5	36.0
LnGrp LOS	F	E	F	F	D	C	F	D	D	F	F	D
Approach Vol, veh/h		1256			1006			2102			1462	
Approach Delay, s/veh		139.6			148.9			59.6			105.5	
Approach LOS		F			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	71.5	29.0	69.0	37.0	46.0	17.1	80.9
Change Period (Y+Rc), s	6.0	6.0	6.0	* 7	6.0	6.0	6.0	7.0
Max Green Setting (Gmax), s	16.0	55.0	23.0	* 62	31.0	40.0	16.0	68.0
Max Q Clear Time (g_c+I1), s	5.7	12.4	23.5	64.0	33.0	42.0	10.9	75.9
Green Ext Time (p_c), s	0.1	5.8	0.0	0.0	0.0	0.0	0.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	103.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	1325	481	663	643	175	206	687	508	234	1213	142
Future Volume (veh/h)	148	1325	481	663	643	175	206	687	508	234	1213	142
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	161	1440	470	721	699	152	224	747	502	254	1318	104
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1263	643	557	1399	887	189	896	655	377	1066	567
Arrive On Green	0.06	0.34	0.34	0.27	0.75	0.75	0.06	0.25	0.25	0.11	0.30	0.30
Sat Flow, veh/h	3456	3696	1585	3456	3105	1585	2957	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	161	1440	470	721	699	152	224	747	502	254	1318	104
Grp Sat Flow(s),veh/h/ln	1728	1848	1585	1728	1552	1585	1478	1777	1585	1728	1777	1585
Q Serve(g_s), s	8.3	61.5	28.8	29.0	16.1	0.8	11.5	35.8	20.0	12.7	54.0	8.1
Cycle Q Clear(g_c), s	8.3	61.5	28.8	29.0	16.1	0.8	11.5	35.8	20.0	12.7	54.0	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1263	643	557	1399	887	189	896	655	377	1066	567
V/C Ratio(X)	0.81	1.14	0.73	1.30	0.50	0.17	1.19	0.83	0.77	0.67	1.24	0.18
Avail Cap(c_a), veh/h	282	1263	643	557	1399	887	189	948	678	377	1066	567
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.64	0.64	0.64	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	83.8	59.2	23.1	65.8	14.2	3.8	84.3	63.7	45.4	77.1	63.0	39.7
Incr Delay (d2), s/veh	7.2	73.2	7.2	141.3	0.3	0.1	124.4	6.0	4.9	3.9	114.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	55.7	17.0	32.2	6.8	1.4	12.8	23.3	11.2	9.7	58.1	5.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	91.0	132.4	30.3	207.1	14.5	3.9	208.7	69.8	50.2	81.0	177.5	39.8
LnGrp LOS	F	F	C	F	B	A	F	E	D	F	F	D
Approach Vol, veh/h		2071			1572			1473			1676	
Approach Delay, s/veh		106.0			101.8			84.2			154.3	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.9	87.6	17.0	60.0	35.5	68.0	25.6	51.4
Change Period (Y+Rc), s	5.5	6.5	5.5	6.0	6.5	* 6.5	6.0	6.0
Max Green Setting (Gmax), s	14.7	76.3	11.5	54.0	29.0	* 62	17.0	48.0
Max Q Clear Time (g_c+I1), s	10.3	18.1	13.5	56.0	31.0	63.5	14.7	37.8
Green Ext Time (p_c), s	0.1	28.1	0.0	0.0	0.0	0.0	0.2	7.5

Intersection Summary	
HCM 6th Ctrl Delay	112.2
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	1855	57	42	1297	302	22	117	66	201	7	161
Future Volume (veh/h)	139	1855	57	42	1297	302	22	117	66	201	7	161
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1945	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	151	2016	42	46	1410	263	24	127	60	218	8	118
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	303	2149	921	237	1808	836	309	343	162	270	28	411
Arrive On Green	0.23	1.00	1.00	0.04	0.51	0.51	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1781	3696	1585	1781	3554	1644	1265	1249	590	1196	102	1499
Grp Volume(v), veh/h	151	2016	42	46	1410	263	24	0	187	218	0	126
Grp Sat Flow(s),veh/h/ln	1781	1848	1585	1781	1777	1644	1265	0	1839	1196	0	1601
Q Serve(g_s), s	2.5	0.0	0.0	0.0	58.2	16.8	2.7	0.0	14.8	32.4	0.0	11.2
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	58.2	16.8	13.9	0.0	14.8	47.2	0.0	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.32	1.00		0.94
Lane Grp Cap(c), veh/h	303	2149	921	237	1808	836	309	0	505	270	0	439
V/C Ratio(X)	0.50	0.94	0.05	0.19	0.78	0.31	0.08	0.00	0.37	0.81	0.00	0.29
Avail Cap(c_a), veh/h	303	2195	941	237	1846	854	313	0	511	274	0	445
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.10	0.10	0.10	0.80	0.80	0.80	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	55.0	0.0	0.0	16.3	36.0	25.8	56.9	0.0	52.7	71.8	0.0	51.4
Incr Delay (d2), s/veh	0.1	1.1	0.0	0.3	2.7	0.8	0.1	0.0	0.5	16.7	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.5	0.6	0.0	1.6	32.0	10.4	1.6	0.0	11.4	16.7	0.0	8.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	1.1	0.0	16.6	38.7	26.6	57.0	0.0	53.2	88.5	0.0	51.9
LnGrp LOS	E	A	A	B	D	C	E	A	D	F	A	D
Approach Vol, veh/h		2209			1719			211			344	
Approach Delay, s/veh		4.8			36.3			53.6			75.1	
Approach LOS		A			D			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	26.5	98.1		55.4	13.4	111.1		55.4
Change Period (Y+Rc), s	5.5	6.5		6.0	5.5	6.5		6.0
Max Green Setting (Gmax), s	18.5	93.5		50.0	5.1	106.9		50.0
Max Q Clear Time (g_c+I1), s	4.5	60.2		49.2	2.0	2.0		16.8
Green Ext Time (p_c), s	0.4	31.4		0.2	0.0	102.6		1.4

Intersection Summary	
HCM 6th Ctrl Delay	24.6
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	1960	66	82	1540	126	50	38	23	67	26	43
Future Volume (veh/h)	50	1960	66	82	1540	126	50	38	23	67	26	43
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	2130	64	89	1674	115	54	41	17	73	28	32
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	3065	1367	151	2855	1273	110	84	35	87	125	106
Arrive On Green	0.03	0.86	0.86	0.80	0.80	0.80	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1853	3554	1585	185	3554	1585	1343	1256	521	1345	1870	1585
Grp Volume(v), veh/h	54	2130	64	89	1674	115	54	0	58	73	28	32
Grp Sat Flow(s),veh/h/ln	1853	1777	1585	185	1777	1585	1343	0	1777	1345	1870	1585
Q Serve(g_s), s	0.0	37.0	1.0	67.1	31.5	2.8	7.1	0.0	5.7	6.3	2.6	3.5
Cycle Q Clear(g_c), s	0.0	37.0	1.0	104.1	31.5	2.8	9.7	0.0	5.7	12.0	2.6	3.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	261	3065	1367	151	2855	1273	110	0	118	87	125	106
V/C Ratio(X)	0.21	0.69	0.05	0.59	0.59	0.09	0.49	0.00	0.49	0.84	0.22	0.30
Avail Cap(c_a), veh/h	264	3080	1374	151	2863	1277	110	0	118	87	125	106
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.35	0.35	0.35	0.58	0.58	0.58	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	4.2	1.8	28.1	6.6	3.8	84.2	0.0	81.0	87.9	79.6	80.0
Incr Delay (d2), s/veh	0.1	0.5	0.0	5.4	0.3	0.0	1.2	0.0	1.2	45.5	0.3	0.6
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	1.6	10.5	0.4	5.1	13.2	1.3	4.6	0.0	4.8	8.1	2.3	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.4	4.7	1.8	33.5	6.9	3.8	85.4	0.0	82.2	133.4	79.9	80.6
LnGrp LOS	B	A	A	C	A	A	F	A	F	F	E	F
Approach Vol, veh/h		2248			1878			112			133	
Approach Delay, s/veh		4.8			7.9			83.8			109.4	
Approach LOS		A			A			F			F	

Timer - Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.7	150.6		18.0		161.3		18.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	145.0		12.0		156.0		12.0
Max Q Clear Time (g_c+I1), s	2.0	106.1		14.0		39.0		11.7
Green Ext Time (p_c), s	0.0	38.5		0.0		116.2		0.0

Intersection Summary			
HCM 6th Ctrl Delay			11.4
HCM 6th LOS			B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	304	1708	20	20	1339	35	25	10	20	172	10	329
Future Volume (veh/h)	304	1708	20	20	1339	35	25	10	20	172	10	329
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	330	1857	22	22	1455	26	27	11	22	187	11	242
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	2298	1025	133	1809	807	92	45	91	316	12	259
Arrive On Green	0.15	0.65	0.65	0.02	0.51	0.51	0.02	0.08	0.08	0.11	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	557	1113	1781	69	1526
Grp Volume(v), veh/h	330	1857	22	22	1455	26	27	0	33	187	0	253
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1670	1781	0	1596
Q Serve(g_s), s	24.6	69.6	0.4	0.0	61.3	1.5	2.5	0.0	3.3	16.9	0.0	28.2
Cycle Q Clear(g_c), s	24.6	69.6	0.4	0.0	61.3	1.5	2.5	0.0	3.3	16.9	0.0	28.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.96
Lane Grp Cap(c), veh/h	350	2298	1025	133	1809	807	92	0	136	316	0	271
V/C Ratio(X)	0.94	0.81	0.02	0.17	0.80	0.03	0.29	0.00	0.24	0.59	0.00	0.93
Avail Cap(c_a), veh/h	438	2298	1025	150	1809	807	105	0	136	377	0	285
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.49	0.49	0.49	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.1	23.5	2.4	53.1	36.8	22.1	74.1	0.0	77.5	64.7	0.0	73.7
Incr Delay (d2), s/veh	17.8	2.1	0.0	0.3	1.4	0.0	1.8	0.0	0.9	0.7	0.0	34.5
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	21.7	34.1	0.6	1.4	31.5	1.0	2.1	0.0	2.7	12.3	0.0	20.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.9	25.6	2.5	53.4	38.2	22.1	75.9	0.0	78.4	65.3	0.0	108.3
LnGrp LOS	E	C	A	D	D	C	E	A	E	E	A	F
Approach Vol, veh/h		2209			1503			60			440	
Approach Delay, s/veh		32.3			38.1			77.3			90.0	
Approach LOS		C			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	34.1	97.6	8.7	36.1	9.3	122.4	24.6	20.1
Change Period (Y+Rc), s	7.0	6.0	5.0	5.5	6.0	* 6	5.5	* 5.5
Max Green Setting (Gmax), s	36.0	83.4	5.0	32.1	5.0	* 1.2E2	25.3	* 12
Max Q Clear Time (g_c+I1), s	26.6	63.3	4.5	30.2	2.0	71.6	18.9	5.3
Green Ext Time (p_c), s	0.5	17.0	0.0	0.4	0.0	39.6	0.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	1315	869	4	8	30
Future Vol, veh/h	8	1315	869	4	8	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1356	896	4	8	31

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	900	0	-	0	2270	898
Stage 1	-	-	-	-	898	-
Stage 2	-	-	-	-	1372	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	755	-	-	-	44	338
Stage 1	-	-	-	-	398	-
Stage 2	-	-	-	-	236	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	755	-	-	-	42	338
Mov Cap-2 Maneuver	-	-	-	-	42	-
Stage 1	-	-	-	-	381	-
Stage 2	-	-	-	-	236	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	41.8
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	755	-	-	-	136
HCM Lane V/C Ratio	0.011	-	-	-	0.288
HCM Control Delay (s)	9.8	0	-	-	41.8
HCM Lane LOS	A	A	-	-	E
HCM 95th %tile Q(veh)	0	-	-	-	1.1

Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1300	8	25	817	3	27
Future Vol, veh/h	1300	8	25	817	3	27
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1340	8	26	842	3	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1348	0	2238	1344
Stage 1	-	-	-	-	1344	-
Stage 2	-	-	-	-	894	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	511	-	47	186
Stage 1	-	-	-	-	243	-
Stage 2	-	-	-	-	399	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	511	-	42	186
Mov Cap-2 Maneuver	-	-	-	-	42	-
Stage 1	-	-	-	-	220	-
Stage 2	-	-	-	-	399	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	38.2
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	139	-	-	511	-
HCM Lane V/C Ratio	0.223	-	-	0.05	-
HCM Control Delay (s)	38.2	-	-	12.4	0
HCM Lane LOS	E	-	-	B	A
HCM 95th %tile Q(veh)	0.8	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	12	1312	825	4	12	20
Future Vol, veh/h	12	1312	825	4	12	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	1353	851	4	12	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	855	0	-	0	2230	853
Stage 1	-	-	-	-	853	-
Stage 2	-	-	-	-	1377	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	785	-	-	-	47	359
Stage 1	-	-	-	-	418	-
Stage 2	-	-	-	-	234	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	785	-	-	-	44	359
Mov Cap-2 Maneuver	-	-	-	-	44	-
Stage 1	-	-	-	-	393	-
Stage 2	-	-	-	-	234	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	60.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	785	-	-	-	97
HCM Lane V/C Ratio	0.016	-	-	-	0.34
HCM Control Delay (s)	9.7	0	-	-	60.1
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	0	-	-	-	1.3

Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1096	5	15	759	5	28
Future Vol, veh/h	1096	5	15	759	5	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1130	5	15	782	5	29

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1135	0	1945	1133
Stage 1	-	-	-	-	1133	-
Stage 2	-	-	-	-	812	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	616	-	71	247
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	437	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	616	-	68	247
Mov Cap-2 Maneuver	-	-	-	-	68	-
Stage 1	-	-	-	-	294	-
Stage 2	-	-	-	-	437	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	30.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	177	-	-	616	-
HCM Lane V/C Ratio	0.192	-	-	0.025	-
HCM Control Delay (s)	30.1	-	-	11	0
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	13	1118	757	7	7	14
Future Vol, veh/h	13	1118	757	7	7	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, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	13	1153	780	7	7	14

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	787	0	-	0	1963	784
Stage 1	-	-	-	-	784	-
Stage 2	-	-	-	-	1179	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	832	-	-	-	69	393
Stage 1	-	-	-	-	450	-
Stage 2	-	-	-	-	292	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	832	-	-	-	66	393
Mov Cap-2 Maneuver	-	-	-	-	66	-
Stage 1	-	-	-	-	431	-
Stage 2	-	-	-	-	292	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	33.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	832	-	-	-	148
HCM Lane V/C Ratio	0.016	-	-	-	0.146
HCM Control Delay (s)	9.4	0	-	-	33.4
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.5

Intersection	
Int Delay, s/veh	16.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	149	999	689	102	72	114
Future Vol, veh/h	149	999	689	102	72	114
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	135	-	-	230	250	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	154	1030	710	105	74	118

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	2048	710
Stage 1	-	-	-	-	710	-
Stage 2	-	-	-	-	1338	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	~ 61	434
Stage 1	-	-	-	-	487	-
Stage 2	-	-	-	-	245	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	~ 49	434
Mov Cap-2 Maneuver	-	-	-	-	~ 49	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	245	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	182.8
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	812	-	-	-	49	434
HCM Lane V/C Ratio	0.189	-	-	-	1.515	0.271
HCM Control Delay (s)	10.5	-	-	-	$ 446.3	16.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.7	-	-	-	7.1	1.1

Notes

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

Intersection	
Int Delay, s/veh	76.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	722	213	55	683	62	136	54	51	49	64	71
Future Vol, veh/h	95	722	213	55	683	62	136	54	51	49	64	71
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	100	100	-	75	100	-	-	80	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	98	744	220	57	704	64	140	56	53	51	66	73

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	768	0	0	964	0	0	1860	1822	744	1923	1978	704
Stage 1	-	-	-	-	-	-	940	940	-	818	818	-
Stage 2	-	-	-	-	-	-	920	882	-	1105	1160	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	846	-	-	714	-	-	~ 56	77	415	51	~ 62	437
Stage 1	-	-	-	-	-	-	316	342	-	370	390	-
Stage 2	-	-	-	-	-	-	325	364	-	256	270	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	846	-	-	714	-	-	-	63	415	~ 10	~ 50	437
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	63	-	~ 10	~ 50	-
Stage 1	-	-	-	-	-	-	279	302	-	327	359	-
Stage 2	-	-	-	-	-	-	203	335	-	161	239	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.7		$ 934.6
HCM LOS			-	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	107	846	-	-	714	-	-	10	94
HCM Lane V/C Ratio	-	1.012	0.116	-	-	0.079	-	-	5.052	1.481
HCM Control Delay (s)	-	165.1	9.8	-	-	10.5	-		$ 2560.9	$ 344.3
HCM Lane LOS	-	F	A	-	-	B	-	-	F	F
HCM 95th %tile Q(veh)	-	6.5	0.4	-	-	0.3	-	-	7.6	10.6

Notes

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

Intersection	
Int Delay, s/veh	68.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	609	147	105	668	78	62	7	99	28	16	39
Future Vol, veh/h	71	609	147	105	668	78	62	7	99	28	16	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	628	152	108	689	80	64	7	102	29	16	40

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	769	0	0	780	0	0	1823	1835	704	1850	1871	729
Stage 1	-	-	-	-	-	-	850	850	-	945	945	-
Stage 2	-	-	-	-	-	-	973	985	-	905	926	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	845	-	-	837	-	-	~ 60	76	437	57	72	423
Stage 1	-	-	-	-	-	-	355	377	-	314	340	-
Stage 2	-	-	-	-	-	-	303	326	-	331	347	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	845	-	-	837	-	-	~ 36	60	437	34	57	423
Mov Cap-2 Maneuver	-	-	-	-	-	-	~ 36	60	-	34	57	-
Stage 1	-	-	-	-	-	-	324	345	-	287	296	-
Stage 2	-	-	-	-	-	-	226	284	-	227	317	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	1.2	$ 634.7	290.2
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	81	845	-	-	837	-	-	69
HCM Lane V/C Ratio	2.138	0.087	-	-	0.129	-	-	1.24
HCM Control Delay (s)	$ 634.7	9.7	-	-	9.9	-	-	290.2
HCM Lane LOS	F	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	15.7	0.3	-	-	0.4	-	-	6.8

Notes

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

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	12	618	19	21	836	12	12	0	17	6	4	8
Future Vol, veh/h	12	618	19	21	836	12	12	0	17	6	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	12	637	20	22	862	12	12	0	18	6	4	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	874	0	0	657	0	0	1589	1589	647	1592	1593	868
Stage 1	-	-	-	-	-	-	671	671	-	912	912	-
Stage 2	-	-	-	-	-	-	918	918	-	680	681	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	772	-	-	931	-	-	87	108	471	87	107	352
Stage 1	-	-	-	-	-	-	446	455	-	328	353	-
Stage 2	-	-	-	-	-	-	326	350	-	441	450	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	772	-	-	931	-	-	80	104	471	81	103	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	80	104	-	81	103	-
Stage 1	-	-	-	-	-	-	439	448	-	323	345	-
Stage 2	-	-	-	-	-	-	307	342	-	418	443	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.2	33.5	36.4
HCM LOS			D	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	156	772	-	-	931	-	-	133
HCM Lane V/C Ratio	0.192	0.016	-	-	0.023	-	-	0.14
HCM Control Delay (s)	33.5	9.7	0	-	9	0	-	36.4
HCM Lane LOS	D	A	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.5

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	719	11	37	769	16	55
Future Vol, veh/h	719	11	37	769	16	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	140	-	125	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	741	11	38	793	16	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	752	0	1616	747
Stage 1	-	-	-	-	747	-
Stage 2	-	-	-	-	869	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	858	-	114	413
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	410	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	858	-	109	413
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	410	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	109	413	-	-	858	-
HCM Lane V/C Ratio	0.151	0.137	-	-	0.044	-
HCM Control Delay (s)	43.8	15.1	-	-	9.4	-
HCM Lane LOS	E	C	-	-	A	-
HCM 95th %tile Q(veh)	0.5	0.5	-	-	0.1	-

Intersection	
Int Delay, s/veh	265.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	96	627	30	22	841	202	17	2	21	193	12	133
Future Vol, veh/h	96	627	30	22	841	202	17	2	21	193	12	133
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	-	115	-	235	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	646	31	23	867	208	18	2	22	199	12	137

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1075	0	0	677	0	0	1952	1981	662	1785	1788	867
Stage 1	-	-	-	-	-	-	860	860	-	913	913	-
Stage 2	-	-	-	-	-	-	1092	1121	-	872	875	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	649	-	-	915	-	-	48	62	462	~ 63	81	352
Stage 1	-	-	-	-	-	-	351	373	-	328	352	-
Stage 2	-	-	-	-	-	-	260	282	-	345	367	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	649	-	-	915	-	-	22	51	462	~ 50	67	352
Mov Cap-2 Maneuver	-	-	-	-	-	-	22	51	-	~ 50	67	-
Stage 1	-	-	-	-	-	-	297	316	-	278	343	-
Stage 2	-	-	-	-	-	-	149	275	-	277	311	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.2	230.1	$ 1696.1
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	47	649	-	-	915	-	-	77
HCM Lane V/C Ratio	0.877	0.152	-	-	0.025	-	-	4.525
HCM Control Delay (s)	230.1	11.5	-	-	9	-		$ 1696.1
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	3.6	0.5	-	-	0.1	-	-	37.4

Notes

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

Intersection	
Int Delay, s/veh	41.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	696	22	31	1003	114	18	0	9	65	4	53
Future Vol, veh/h	85	696	22	31	1003	114	18	0	9	65	4	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	115	-	215	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	88	718	23	32	1034	118	19	0	9	67	4	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1152	0	0	741	0	0	2093	2122	730	2008	2015	1034
Stage 1	-	-	-	-	-	-	906	906	-	1098	1098	-
Stage 2	-	-	-	-	-	-	1187	1216	-	910	917	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	606	-	-	866	-	-	38	50	422	~ 44	59	282
Stage 1	-	-	-	-	-	-	331	355	-	258	289	-
Stage 2	-	-	-	-	-	-	230	254	-	329	351	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	606	-	-	866	-	-	25	41	422	~ 37	49	282
Mov Cap-2 Maneuver	-	-	-	-	-	-	25	41	-	~ 37	49	-
Stage 1	-	-	-	-	-	-	283	304	-	221	278	-
Stage 2	-	-	-	-	-	-	176	245	-	275	300	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.3	0.3	247.4	$ 654.3
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	36	606	-	-	866	-	-	60
HCM Lane V/C Ratio	0.773	0.145	-	-	0.037	-	-	2.096
HCM Control Delay (s)	247.4	11.9	-	-	9.3	-	-	$ 654.3
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	2.8	0.5	-	-	0.1	-	-	12.1

Notes

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	753	1143	41	29	25
Future Vol, veh/h	15	753	1143	41	29	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	776	1178	42	30	26

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1220	0	-	0	1984	1178
Stage 1	-	-	-	-	1178	-
Stage 2	-	-	-	-	806	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	571	-	-	-	67	232
Stage 1	-	-	-	-	292	-
Stage 2	-	-	-	-	439	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	571	-	-	-	65	232
Mov Cap-2 Maneuver	-	-	-	-	65	-
Stage 1	-	-	-	-	284	-
Stage 2	-	-	-	-	439	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	83.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	571	-	-	-	97
HCM Lane V/C Ratio	0.027	-	-	-	0.574
HCM Control Delay (s)	11.5	-	-	-	83.3
HCM Lane LOS	B	-	-	-	F
HCM 95th %tile Q(veh)	0.1	-	-	-	2.7

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	19	759	27	52	1128	30	25	0	27	16	0	18
Future Vol, veh/h	19	759	27	52	1128	30	25	0	27	16	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	-	120	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	782	28	54	1163	31	26	0	28	16	0	19

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1194	0	0	810	0	0	2132	2138	796	2137	2137	1179
Stage 1	-	-	-	-	-	-	836	836	-	1287	1287	-
Stage 2	-	-	-	-	-	-	1296	1302	-	850	850	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	585	-	-	816	-	-	36	49	387	36	49	232
Stage 1	-	-	-	-	-	-	362	382	-	202	235	-
Stage 2	-	-	-	-	-	-	199	231	-	355	377	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	585	-	-	816	-	-	31	44	387	31	44	232
Mov Cap-2 Maneuver	-	-	-	-	-	-	31	44	-	31	44	-
Stage 1	-	-	-	-	-	-	350	369	-	195	219	-
Stage 2	-	-	-	-	-	-	171	216	-	318	364	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.4	204.7	139.6
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	59	585	-	-	816	-	-	57
HCM Lane V/C Ratio	0.909	0.033	-	-	0.066	-	-	0.615
HCM Control Delay (s)	204.7	11.4	-	-	9.7	-	-	139.6
HCM Lane LOS	F	B	-	-	A	-	-	F
HCM 95th %tile Q(veh)	4.2	0.1	-	-	0.2	-	-	2.5

Intersection	
Int Delay, s/veh	63.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	199	598	1068	262	123	173
Future Vol, veh/h	199	598	1068	262	123	173
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	205	616	1101	270	127	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1371	0	-	0	2262	1236
Stage 1	-	-	-	-	1236	-
Stage 2	-	-	-	-	1026	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	~ 149	-	-	-	*0	*190
Stage 1	-	-	-	-	*179	-
Stage 2	-	-	-	-	*346	-
Platoon blocked, %	1	-	-	-	1	1
Mov Cap-1 Maneuver	~ 149	-	-	-	*0	*190
Mov Cap-2 Maneuver	-	-	-	-	*0	-
Stage 1	-	-	-	-	*0	-
Stage 2	-	-	-	-	*346	-

Approach	EB	WB	SB
HCM Control Delay, s	65.6	0	$ 340
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	~ 149	-	-	-	190
HCM Lane V/C Ratio	1.377	-	-	-	1.606
HCM Control Delay (s)	262.8	0	-	-	$ 340
HCM Lane LOS	F	A	-	-	F
HCM 95th %tile Q(veh)	13	-	-	-	20.1

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	215	916	48	38	1562	117	34	345	53	23	155	328
Future Vol, veh/h	215	916	48	38	1562	117	34	345	53	23	155	328
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	100	-	-	100	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	222	944	49	39	1610	121	35	356	55	24	160	338

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1731	0	0	993	0	0	3411	3222	969	3367	3186	1671
Stage 1	-	-	-	-	-	-	1413	1413	-	1749	1749	-
Stage 2	-	-	-	-	-	-	1998	1809	-	1618	1437	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	364	-	-	696	-	-	~ 4	~ 10	308	~ 4	~ 10	~ 119
Stage 1	-	-	-	-	-	-	171	~ 204	-	109	~ 140	-
Stage 2	-	-	-	-	-	-	78	~ 130	-	130	199	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	364	-	-	696	-	-	-	~ 4	308	-	~ 4	~ 119
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 4	-	-	~ 4	-
Stage 1	-	-	-	-	-	-	67	~ 80	-	43	~ 132	-
Stage 2	-	-	-	-	-	-	~ 29	~ 123	-	-	~ 78	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	5.3	0.2		
HCM LOS			-	-

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	5	364	-	-	696	-	-	-	12
HCM Lane V/C Ratio	-	82.062	0.609	-	-	0.056	-	-	-	41.495
HCM Control Delay (s)	$	37917.7	29.1	-	-	10.5	-	-	$	18830.1
HCM Lane LOS	-	F	D	-	-	B	-	-	-	F
HCM 95th %tile Q(veh)	-	53.5	3.8	-	-	0.2	-	-	-	63.7

Notes

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

Intersection	
Int Delay, s/veh	24.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	1025	8	625	1771	20	8	4	318	12	4	53
Future Vol, veh/h	32	1025	8	625	1771	20	8	4	318	12	4	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	100	-	-	100	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	33	1057	8	644	1826	21	8	4	328	12	4	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1847	0	0	1065	0	0	4281	4262	1061	4418	4256	1837
Stage 1	-	-	-	-	-	-	1127	1127	-	3125	3125	-
Stage 2	-	-	-	-	-	-	3154	3135	-	1293	1131	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	328	-	-	654	-	-	~ 1	~ 2	~ 272	~ 1	~ 2	94
Stage 1	-	-	-	-	-	-	249	280	-	16	27	-
Stage 2	-	-	-	-	-	-	16	26	-	200	278	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	328	-	-	654	-	-	0	0	~ 272	-	0	94
Mov Cap-2 Maneuver	-	-	-	-	-	-	0	0	-	-	0	-
Stage 1	-	-	-	-	-	-	224	252	-	14	0	-
Stage 2	-	-	-	-	-	-	0	0	-	-	250	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	14.7	177.8	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	272	328	-	-	654	-	-	-
HCM Lane V/C Ratio	1.251	0.101	-	-	0.985	-	-	-
HCM Control Delay (s)	177.8	17.2	-	-	56.7	-	-	-
HCM Lane LOS	F	C	-	-	F	-	-	-
HCM 95th %tile Q(veh)	16.3	0.3	-	-	15	-	-	-

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	418	987	12	74	645	55	4	9	92	29	8	313
Future Volume (veh/h)	418	987	12	74	645	55	4	9	92	29	8	313
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	431	1018	12	76	665	57	4	9	95	30	8	323
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	463	1112	13	180	756	65	63	26	276	268	8	322
Arrive On Green	0.19	0.60	0.60	0.04	0.45	0.45	0.01	0.19	0.19	0.03	0.21	0.21
Sat Flow, veh/h	1781	1845	22	1781	1699	146	1781	139	1467	1781	38	1552
Grp Volume(v), veh/h	431	0	1030	76	0	722	4	0	104	30	0	331
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1781	0	1844	1781	0	1606	1781	0	1591
Q Serve(g_s), s	22.9	0.0	65.9	3.1	0.0	48.1	0.2	0.0	7.6	1.8	0.0	28.0
Cycle Q Clear(g_c), s	22.9	0.0	65.9	3.1	0.0	48.1	0.2	0.0	7.6	1.8	0.0	28.0
Prop In Lane	1.00		0.01	1.00		0.08	1.00		0.91	1.00		0.98
Lane Grp Cap(c), veh/h	463	0	1125	180	0	821	63	0	302	268	0	330
V/C Ratio(X)	0.93	0.00	0.92	0.42	0.00	0.88	0.06	0.00	0.34	0.11	0.00	1.00
Avail Cap(c_a), veh/h	554	0	1205	182	0	821	119	0	334	289	0	330
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	36.3	0.0	23.7	27.5	0.0	34.1	46.4	0.0	47.5	42.7	0.0	53.4
Incr Delay (d2), s/veh	20.7	0.0	10.5	1.6	0.0	10.8	0.4	0.0	0.7	0.2	0.0	49.9
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	23.0	0.0	38.2	2.3	0.0	30.1	0.2	0.0	5.6	1.5	0.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.9	0.0	34.2	29.1	0.0	44.9	46.8	0.0	48.2	42.9	0.0	103.3
LnGrp LOS	E	A	C	C	A	D	D	A	D	D	A	F
Approach Vol, veh/h		1461			798			108			361	
Approach Delay, s/veh		40.9			43.4			48.2			98.3	
Approach LOS		D			D			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.1	65.0	5.7	33.0	9.8	86.3	8.4	30.3
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	33.0	59.0	5.0	28.0	5.0	87.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	24.9	50.1	2.2	30.0	5.1	67.9	3.8	9.6
Green Ext Time (p_c), s	1.2	4.8	0.0	0.0	0.0	13.4	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	49.5
HCM 6th LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	185	876	719	156	130	69
Future Volume (veh/h)	185	876	719	156	130	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1900	1900
Adj Flow Rate, veh/h	191	903	741	161	134	71
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	394	1300	1019	864	171	91
Arrive On Green	0.07	0.70	0.54	0.54	0.15	0.15
Sat Flow, veh/h	1781	1870	1870	1585	1112	589
Grp Volume(v), veh/h	191	903	741	161	206	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1870	1585	1709	0
Q Serve(g_s), s	2.8	18.9	19.8	3.4	7.7	0.0
Cycle Q Clear(g_c), s	2.8	18.9	19.8	3.4	7.7	0.0
Prop In Lane	1.00			1.00	0.65	0.34
Lane Grp Cap(c), veh/h	394	1300	1019	864	263	0
V/C Ratio(X)	0.48	0.69	0.73	0.19	0.78	0.00
Avail Cap(c_a), veh/h	556	2031	1580	1339	722	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.7	6.0	11.4	7.6	27.0	0.0
Incr Delay (d2), s/veh	0.9	0.7	1.0	0.1	5.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	7.6	11.0	1.7	5.9	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	10.7	6.6	12.4	7.7	32.1	0.0
LnGrp LOS	B	A	B	A	C	A
Approach Vol, veh/h		1094	902		206	
Approach Delay, s/veh		7.3	11.6		32.1	
Approach LOS		A	B		C	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	10.0	41.1		15.2		51.1
Change Period (Y+Rc), s	5.0	5.0		5.0		5.0
Max Green Setting (Gmax), s	11.0	56.0		28.0		72.0
Max Q Clear Time (g_c+I1), s	4.8	21.8		9.7		20.9
Green Ext Time (p_c), s	0.3	14.3		0.8		21.2

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	221	512	122	199	613	182	195	131	275	57	134	133
Future Volume (veh/h)	221	512	122	199	613	182	195	131	275	57	134	133
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	228	528	88	205	632	130	201	135	196	59	138	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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	821	696	422	808	685	347	341	289	282	202	
Arrive On Green	0.10	0.44	0.44	0.09	0.43	0.43	0.12	0.18	0.18	0.05	0.11	0.00
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	0
Grp Volume(v), veh/h	228	528	88	205	632	130	201	135	196	59	138	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	1870	0
Q Serve(g_s), s	5.7	18.0	2.7	5.1	23.7	4.1	7.8	5.2	9.4	2.4	5.8	0.0
Cycle Q Clear(g_c), s	5.7	18.0	2.7	5.1	23.7	4.1	7.8	5.2	9.4	2.4	5.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.00
Lane Grp Cap(c), veh/h	359	821	696	422	808	685	347	341	289	282	202	
V/C Ratio(X)	0.64	0.64	0.13	0.49	0.78	0.19	0.58	0.40	0.68	0.21	0.68	
Avail Cap(c_a), veh/h	407	1123	951	483	1123	951	374	596	505	310	458	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.5	17.9	13.6	13.1	19.9	14.3	26.2	29.4	31.2	30.3	35.1	0.0
Incr Delay (d2), s/veh	2.7	0.8	0.1	0.9	2.5	0.1	1.9	0.7	2.8	0.4	4.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	11.7	1.6	3.4	15.0	2.5	6.0	4.2	6.6	1.8	5.0	0.0
Unsig. Movement Delay, s/veh												0.00
LnGrp Delay(d),s/veh	18.2	18.7	13.7	14.0	22.3	14.5	28.1	30.2	34.0	30.7	39.2	0.0
LnGrp LOS	B	B	B	B	C	B	C	C	C	C	D	A
Approach Vol, veh/h		844			967			532			334	A
Approach Delay, s/veh		18.1			19.5			30.8			21.6	
Approach LOS		B			B			C			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	40.3	14.8	13.8	12.2	40.9	8.7	19.9
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	10.0	49.0	11.0	20.0	10.0	49.0	5.0	26.0
Max Q Clear Time (g_c+I1), s	7.7	25.7	9.8	7.8	7.1	20.0	4.4	11.4
Green Ext Time (p_c), s	0.2	9.6	0.1	1.0	0.2	8.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Notes

Unsignalized Delay for [SBR] is included in calculations of the approach delay and intersection delay.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	722	23	116	1311	29	92
Future Volume (veh/h)	722	23	116	1311	29	92
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	744	17	120	1352	30	66
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1519	1287	592	1643	98	87
Arrive On Green	0.81	0.81	0.03	0.88	0.06	0.06
Sat Flow, veh/h	1870	1585	1781	1870	1781	1585
Grp Volume(v), veh/h	744	17	120	1352	30	66
Grp Sat Flow(s),veh/h/ln	1870	1585	1781	1870	1781	1585
Q Serve(g_s), s	18.6	0.3	1.5	47.6	2.4	6.2
Cycle Q Clear(g_c), s	18.6	0.3	1.5	47.6	2.4	6.2
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1519	1287	592	1643	98	87
V/C Ratio(X)	0.49	0.01	0.20	0.82	0.31	0.76
Avail Cap(c_a), veh/h	1519	1287	723	1643	333	296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	4.4	2.7	3.3	4.0	68.1	69.9
Incr Delay (d2), s/veh	1.1	0.0	0.2	4.8	1.7	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.5	0.2	0.7	17.4	2.1	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	5.5	2.7	3.5	8.8	69.9	82.4
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	761			1472	96	
Approach Delay, s/veh	5.5			8.4	78.5	
Approach LOS	A			A	E	

Timer - Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		136.7			10.0	126.8		13.3
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		112.0			16.0	91.0		28.0
Max Q Clear Time (g_c+I1), s		49.6			3.5	20.6		8.2
Green Ext Time (p_c), s		51.1			0.3	17.6		0.2

Intersection Summary	
HCM 6th Ctrl Delay	10.3
HCM 6th LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	393	362	378	427	85	844	532	668	115	302	26
Future Volume (veh/h)	43	393	362	378	427	85	844	532	668	115	302	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	44	405	315	390	440	61	870	548	629	119	311	25
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	159	387	877	346	542	442	778	632	694	396	319	26
Arrive On Green	0.03	0.21	0.21	0.10	0.28	0.28	0.35	0.34	0.34	0.20	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	3456	1945	1585	2244	1870	1585	1781	1708	137
Grp Volume(v), veh/h	44	405	315	390	440	61	870	548	629	119	0	336
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1945	1585	1122	1870	1585	1781	0	1846
Q Serve(g_s), s	2.9	31.0	16.6	15.0	31.6	2.7	52.0	41.2	32.6	4.3	0.0	27.2
Cycle Q Clear(g_c), s	2.9	31.0	16.6	15.0	31.6	2.7	52.0	41.2	32.6	4.3	0.0	27.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	159	387	877	346	542	442	778	632	694	396	0	345
V/C Ratio(X)	0.28	1.05	0.36	1.13	0.81	0.14	1.12	0.87	0.91	0.30	0.00	0.98
Avail Cap(c_a), veh/h	168	387	877	346	542	442	778	885	909	396	0	345
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.6	59.5	18.7	67.5	50.4	15.5	49.0	46.5	19.6	49.4	0.0	60.7
Incr Delay (d2), s/veh	0.3	58.8	1.1	87.9	12.5	0.7	69.8	5.1	9.0	0.2	0.0	41.5
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	2.4	29.4	10.5	17.1	24.3	3.2	31.8	27.2	18.7	6.8	0.0	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.9	118.3	19.8	155.4	62.9	16.2	118.8	51.7	28.6	49.6	0.0	102.2
LnGrp LOS	D	F	B	F	E	B	F	D	C	D	A	F
Approach Vol, veh/h		764			891			2047			455	
Approach Delay, s/veh		73.6			100.2			73.1			88.4	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.2	47.8	58.0	34.0	21.0	37.0	35.3	56.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	41.0	52.0	28.0	15.0	31.0	9.0	71.0
Max Q Clear Time (g_c+I1), s	4.9	33.6	54.0	29.2	17.0	33.0	6.3	43.2
Green Ext Time (p_c), s	0.0	4.6	0.0	0.0	0.0	0.0	0.1	7.5

Intersection Summary	
HCM 6th Ctrl Delay	80.7
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	227	541	22	30	721	462	16	12	36	152	2	190
Future Volume (veh/h)	227	541	22	30	721	462	16	12	36	152	2	190
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	234	558	17	31	743	338	16	12	26	157	2	168
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	383	1308	1109	570	1246	1056	77	62	53	243	2	199
Arrive On Green	0.06	0.70	0.70	0.02	0.67	0.67	0.02	0.03	0.03	0.11	0.13	0.13
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	19	1569
Grp Volume(v), veh/h	234	558	17	31	743	338	16	12	26	157	0	170
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1781	1870	1585	1781	0	1588
Q Serve(g_s), s	6.0	19.2	0.2	0.8	33.0	13.6	1.3	0.9	2.1	8.5	0.0	15.7
Cycle Q Clear(g_c), s	6.0	19.2	0.2	0.8	33.0	13.6	1.3	0.9	2.1	8.5	0.0	15.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	383	1308	1109	570	1246	1056	77	62	53	243	0	201
V/C Ratio(X)	0.61	0.43	0.02	0.05	0.60	0.32	0.21	0.19	0.49	0.64	0.00	0.84
Avail Cap(c_a), veh/h	495	1308	1109	586	1246	1056	107	312	264	243	0	307
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.4	9.7	1.2	8.0	13.9	10.6	73.1	70.5	54.1	61.9	0.0	64.0
Incr Delay (d2), s/veh	1.6	1.0	0.0	0.0	2.1	0.8	1.3	1.5	6.9	5.7	0.0	12.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	12.5	0.3	0.5	18.8	8.5	1.2	0.9	1.9	10.1	0.0	11.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.0	10.7	1.2	8.1	16.0	11.4	74.5	72.0	61.1	67.7	0.0	76.4
LnGrp LOS	B	B	A	A	B	B	E	E	E	E	A	E
Approach Vol, veh/h		809			1112			54			327	
Approach Delay, s/veh		11.7			14.4			67.5			72.2	
Approach LOS		B			B			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.6	104.9	7.4	24.0	8.6	109.9	21.5	10.0
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	18.0	78.0	5.0	29.0	5.0	91.0	9.0	25.0
Max Q Clear Time (g_c+I1), s	8.0	35.0	3.3	17.7	2.8	21.2	10.5	4.1
Green Ext Time (p_c), s	0.6	13.4	0.0	1.3	0.0	10.9	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	22.9
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	275	463	1151	571	167	618	1213	718	97	924	27
Future Volume (veh/h)	30	275	463	1151	571	167	618	1213	718	97	924	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	284	419	1187	589	119	637	1251	660	100	953	20
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	621	604	802	1226	750	455	1057	949	130	884	429
Arrive On Green	0.02	0.22	0.22	0.23	0.43	0.43	0.17	0.37	0.37	0.05	0.25	0.25
Sat Flow, veh/h	2743	2880	1585	3456	2880	1585	2743	2880	1585	2743	3554	1585
Grp Volume(v), veh/h	31	284	419	1187	589	119	637	1251	660	100	953	20
Grp Sat Flow(s),veh/h/ln	1372	1440	1585	1728	1440	1585	1372	1440	1585	1372	1777	1585
Q Serve(g_s), s	2.0	15.5	39.0	42.0	26.7	7.7	30.0	66.4	51.8	6.5	45.0	1.7
Cycle Q Clear(g_c), s	2.0	15.5	39.0	42.0	26.7	7.7	30.0	66.4	51.8	6.5	45.0	1.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	621	604	802	1226	750	455	1057	949	130	884	429
V/C Ratio(X)	0.52	0.46	0.69	1.48	0.48	0.16	1.40	1.18	0.70	0.77	1.08	0.05
Avail Cap(c_a), veh/h	242	621	604	802	1226	750	455	1057	949	242	884	429
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	87.6	61.8	47.1	69.5	37.5	27.2	75.5	57.3	24.9	85.2	68.0	48.8
Incr Delay (d2), s/veh	2.6	0.5	3.4	222.8	0.3	0.1	193.4	92.5	1.9	6.9	53.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	9.5	22.6	64.6	14.3	5.2	35.0	52.2	25.9	4.3	36.5	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.1	62.3	50.5	292.3	37.8	27.3	268.9	149.8	26.8	92.1	121.8	48.8
LnGrp LOS	F	E	D	F	D	C	F	F	C	F	F	D
Approach Vol, veh/h		734			1895			2548			1073	
Approach Delay, s/veh		56.8			196.6			147.7			117.7	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	83.1	36.0	52.0	48.0	45.0	14.6	73.4
Change Period (Y+Rc), s	6.0	6.0	6.0	* 7	6.0	6.0	6.0	7.0
Max Green Setting (Gmax), s	16.0	65.0	30.0	* 45	42.0	39.0	16.0	58.0
Max Q Clear Time (g_c+I1), s	4.0	28.7	32.0	47.0	44.0	41.0	8.5	68.4
Green Ext Time (p_c), s	0.0	15.2	0.0	0.0	0.0	0.0	0.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	146.7
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	129	786	423	820	1280	280	982	1458	920	216	1401	257
Future Volume (veh/h)	129	786	423	820	1280	280	982	1458	920	216	1401	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	133	810	391	845	1320	242	1012	1503	927	223	1444	185
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	125	770	669	518	1009	634	632	1540	924	259	1046	524
Arrive On Green	0.04	0.21	0.21	0.05	0.11	0.11	0.21	0.43	0.43	0.08	0.29	0.29
Sat Flow, veh/h	3456	3696	1585	3456	3105	1585	2957	3554	1585	3456	3554	1585
Grp Volume(v), veh/h	133	810	391	845	1320	242	1012	1503	927	223	1444	185
Grp Sat Flow(s),veh/h/ln	1728	1848	1585	1728	1552	1585	1478	1777	1585	1728	1777	1585
Q Serve(g_s), s	6.5	37.5	10.8	27.0	58.5	9.1	38.5	74.8	61.9	11.5	53.0	8.6
Cycle Q Clear(g_c), s	6.5	37.5	10.8	27.0	58.5	9.1	38.5	74.8	61.9	11.5	53.0	8.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	125	770	669	518	1009	634	632	1540	924	259	1046	524
V/C Ratio(X)	1.07	1.05	0.58	1.63	1.31	0.38	1.60	0.98	1.00	0.86	1.38	0.35
Avail Cap(c_a), veh/h	125	770	669	518	1009	634	632	1540	925	259	1046	524
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.8	71.3	16.9	85.5	80.3	36.2	70.8	50.1	15.6	82.3	63.5	19.5
Incr Delay (d2), s/veh	99.3	47.0	3.7	284.4	139.3	0.0	277.4	17.5	30.3	23.1	177.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	30.9	11.6	44.5	56.7	4.1	59.8	45.5	35.2	9.9	72.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	186.0	118.2	20.6	369.9	219.7	36.3	348.2	67.6	45.8	105.4	240.5	19.7
LnGrp LOS	F	F	C	F	F	D	F	E	F	F	F	B
Approach Vol, veh/h		1334			2407			3442			1852	
Approach Delay, s/veh		96.4			254.0			144.2			202.2	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	65.0	44.5	59.0	33.0	44.0	19.5	84.0
Change Period (Y+Rc), s	5.5	6.5	6.0	* 6	6.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	6.5	58.5	38.5	* 53	27.0	37.5	13.0	78.0
Max Q Clear Time (g_c+I1), s	8.5	60.5	40.5	55.0	29.0	39.5	13.5	76.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	178.3
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	269	1592	60	144	2092	206	117	27	51	116	33	170
Future Volume (veh/h)	269	1592	60	144	2092	206	117	27	51	116	33	170
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1945	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	277	1641	43	148	2157	186	121	28	38	120	34	121
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	274	2257	968	298	2101	972	153	133	180	235	64	228
Arrive On Green	0.09	0.41	0.41	0.11	0.59	0.59	0.18	0.18	0.18	0.18	0.18	0.18
Sat Flow, veh/h	1781	3696	1585	1781	3554	1644	1232	748	1015	1335	360	1280
Grp Volume(v), veh/h	277	1641	43	148	2157	186	121	0	66	120	0	155
Grp Sat Flow(s),veh/h/ln	1781	1848	1585	1781	1777	1644	1232	0	1763	1335	0	1640
Q Serve(g_s), s	23.6	67.2	2.9	2.5	106.4	9.4	16.6	0.0	5.8	15.2	0.0	15.4
Cycle Q Clear(g_c), s	23.6	67.2	2.9	2.5	106.4	9.4	32.0	0.0	5.8	20.9	0.0	15.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.58	1.00		0.78
Lane Grp Cap(c), veh/h	274	2257	968	298	2101	972	153	0	313	235	0	292
V/C Ratio(X)	1.01	0.73	0.04	0.50	1.03	0.19	0.79	0.00	0.21	0.51	0.00	0.53
Avail Cap(c_a), veh/h	274	2289	982	298	2101	972	153	0	313	235	0	292
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.39	0.39	0.39	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	73.1	40.6	21.6	62.1	36.8	17.0	82.3	0.0	63.2	72.2	0.0	67.2
Incr Delay (d2), s/veh	19.5	0.1	0.0	0.5	19.9	0.2	23.6	0.0	0.3	2.6	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.3	34.2	1.6	8.7	56.5	5.4	11.0	0.0	4.8	9.2	0.0	11.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	92.6	40.7	21.6	62.6	56.7	17.1	105.9	0.0	63.5	74.7	0.0	69.6
LnGrp LOS	F	D	C	E	F	B	F	A	E	E	A	E
Approach Vol, veh/h		1961			2491			187			275	
Approach Delay, s/veh		47.6			54.1			90.9			71.9	
Approach LOS		D			D			F			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	29.1	112.9		38.0	25.6	116.4		38.0
Change Period (Y+Rc), s	5.5	6.5		6.0	6.5	* 6.5		6.0
Max Green Setting (Gmax), s	23.6	106.4		32.0	18.5	* 1.1E2		32.0
Max Q Clear Time (g_c+I1), s	25.6	108.4		22.9	4.5	69.2		34.0
Green Ext Time (p_c), s	0.0	0.0		1.7	0.4	40.7		0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1564	121	88	2218	37	174	13	112	54	15	44
Future Volume (veh/h)	37	1564	121	88	2218	37	174	13	112	54	15	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1612	100	91	2287	29	179	13	80	56	15	32
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	2729	1217	194	2526	1127	234	34	208	167	280	237
Arrive On Green	0.02	0.77	0.77	0.71	0.71	0.71	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1853	3554	1585	297	3554	1585	1359	226	1393	1303	1870	1585
Grp Volume(v), veh/h	38	1612	100	91	2287	29	179	0	93	56	15	32
Grp Sat Flow(s),veh/h/ln	1853	1777	1585	297	1777	1585	1359	0	1620	1303	1870	1585
Q Serve(g_s), s	0.0	34.7	2.8	38.4	94.0	1.0	23.4	0.0	9.3	7.3	1.2	3.2
Cycle Q Clear(g_c), s	0.0	34.7	2.8	73.1	94.0	1.0	24.7	0.0	9.3	16.6	1.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	115	2729	1217	194	2526	1127	234	0	242	167	280	237
V/C Ratio(X)	0.33	0.59	0.08	0.47	0.91	0.03	0.77	0.00	0.38	0.33	0.05	0.14
Avail Cap(c_a), veh/h	122	2744	1224	194	2527	1127	250	0	261	182	301	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.9	8.9	5.2	30.1	21.1	7.7	76.2	0.0	69.1	76.6	65.6	66.4
Incr Delay (d2), s/veh	0.4	0.6	0.1	0.3	0.5	0.0	11.0	0.0	0.4	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.1	15.8	1.5	3.5	36.6	0.6	13.9	0.0	7.1	4.5	1.1	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.3	9.5	5.3	30.5	21.6	7.7	87.2	0.0	69.4	77.0	65.7	66.5
LnGrp LOS	E	A	A	C	C	A	F	A	E	E	E	E
Approach Vol, veh/h		1750			2407			272			103	
Approach Delay, s/veh		10.6			21.8			81.1			72.1	
Approach LOS		B			C			F			E	

Timer - Assigned Phs	1	2		4		6		8
Phs Duration (G+Y+Rc), s	10.3	134.0		32.9		144.2		32.9
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0		6.0
Max Green Setting (Gmax), s	5.0	128.0		29.0		139.0		29.0
Max Q Clear Time (g_c+I1), s	2.0	96.0		18.6		36.7		26.7
Green Ext Time (p_c), s	0.0	32.0		0.2		97.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	22.2
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	414	1268	42	32	1875	122	53	20	42	71	20	454
Future Volume (veh/h)	414	1268	42	32	1875	122	53	20	42	71	20	454
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	427	1307	43	33	1933	88	55	21	43	73	21	324
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	357	2300	1026	249	1728	771	86	81	166	216	17	267
Arrive On Green	0.18	0.65	0.65	0.02	0.49	0.49	0.03	0.15	0.15	0.06	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	547	1121	1781	97	1503
Grp Volume(v), veh/h	427	1307	43	33	1933	88	55	0	64	73	0	345
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1669	1781	0	1600
Q Serve(g_s), s	32.0	36.9	1.2	0.0	87.5	4.5	1.4	0.0	6.1	6.5	0.0	32.0
Cycle Q Clear(g_c), s	32.0	36.9	1.2	0.0	87.5	4.5	1.4	0.0	6.1	6.5	0.0	32.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		0.94
Lane Grp Cap(c), veh/h	357	2300	1026	249	1728	771	86	0	247	216	0	284
V/C Ratio(X)	1.20	0.57	0.04	0.13	1.12	0.11	0.64	0.00	0.26	0.34	0.00	1.21
Avail Cap(c_a), veh/h	357	2300	1026	259	1728	771	89	0	250	216	0	284
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	0.80	0.10	0.10	0.10	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.5	17.7	5.0	30.5	46.2	17.2	85.6	0.0	67.9	66.7	0.0	74.0
Incr Delay (d2), s/veh	108.7	0.8	0.1	0.0	54.3	0.0	13.4	0.0	0.5	0.3	0.0	123.7
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	37.1	19.9	1.2	1.3	58.7	2.8	5.1	0.0	4.8	5.4	0.0	33.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	173.3	18.5	5.0	30.6	100.5	17.2	99.0	0.0	68.4	67.0	0.0	197.7
LnGrp LOS	F	B	A	C	F	B	F	A	E	E	A	F
Approach Vol, veh/h		1777			2054			119			418	
Approach Delay, s/veh		55.4			95.8			82.5			174.9	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	39.0	93.5	9.7	37.5	10.0	122.5	15.5	31.7
Change Period (Y+Rc), s	7.0	6.0	5.0	5.5	6.0	* 6	5.5	5.0
Max Green Setting (Gmax), s	32.0	87.5	5.0	32.0	5.0	* 1.2E2	10.0	27.0
Max Q Clear Time (g_c+I1), s	34.0	89.5	3.4	34.0	2.0	38.9	8.5	8.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	40.6	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	86.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	638	1261	3	0	36
Future Vol, veh/h	7	638	1261	3	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	693	1371	3	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1374	0	-	0	-	686
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	495	-	-	-	0	390
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	495	-	-	-	-	390
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	15.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	495	-	-	-	390
HCM Lane V/C Ratio	0.015	-	-	-	0.1
HCM Control Delay (s)	12.4	-	-	-	15.3
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑		↱
Traffic Vol, veh/h	632	6	27	1227	0	15
Future Vol, veh/h	632	6	27	1227	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	687	7	29	1334	0	16

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	694	0	-	344
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	897	-	0	652
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	897	-	-	652
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	10.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	652	-	-	897	-
HCM Lane V/C Ratio	0.025	-	-	0.033	-
HCM Control Delay (s)	10.7	-	-	9.1	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	648	1236	5	0	30
Future Vol, veh/h	9	648	1236	5	0	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	704	1343	5	0	33

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1348	0	-	0	-	672
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	507	-	-	-	0	398
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	507	-	-	-	-	398
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	507	-	-	-	398
HCM Lane V/C Ratio	0.019	-	-	-	0.082
HCM Control Delay (s)	12.2	-	-	-	14.9
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑		↱
Traffic Vol, veh/h	748	2	5	1177	0	20
Future Vol, veh/h	748	2	5	1177	0	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	813	2	5	1279	0	22

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	815	0	-	407
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	808	-	0	593
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	808	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	593	-	-	808	-
HCM Lane V/C Ratio	0.037	-	-	0.007	-
HCM Control Delay (s)	11.3	-	-	9.5	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	8	755	1134	3	0	36
Future Vol, veh/h	8	755	1134	3	0	36
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	821	1233	3	0	39

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1236	0	-	0	-	617
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	559	-	-	-	0	433
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	559	-	-	-	-	433
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	559	-	-	-	433
HCM Lane V/C Ratio	0.016	-	-	-	0.09
HCM Control Delay (s)	11.5	-	-	-	14.1
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.3

Intersection	
Int Delay, s/veh	7.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	85	1352	16	4	800	21	0	0	60	0	0	464
Future Vol, veh/h	85	1352	16	4	800	21	0	0	60	0	0	464
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	115	-	235	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	92	1470	17	4	870	23	0	0	65	0	0	504

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	893	0	0	1487	0	0	-	-	735	-	-	435
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	755	-	-	448	-	-	0	0	362	0	0	569
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	755	-	-	448	-	-	-	-	362	-	-	569
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0.1	17.1	42.1
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	362	755	-	-	448	-	-	569
HCM Lane V/C Ratio	0.18	0.122	-	-	0.01	-	-	0.886
HCM Control Delay (s)	17.1	10.4	-	-	13.1	-	-	42.1
HCM Lane LOS	C	B	-	-	B	-	-	E
HCM 95th %tile Q(veh)	0.6	0.4	-	-	0	-	-	10.3

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	1285	4	2	629	53	0	0	40	0	0	173
Future Vol, veh/h	88	1285	4	2	629	53	0	0	40	0	0	173
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	100	115	-	215	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	96	1397	4	2	684	58	0	0	43	0	0	188

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	742	0	0	1401	0	0	-	-	699	-	-	342
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	861	-	-	484	-	-	0	0	382	0	0	654
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	861	-	-	484	-	-	-	-	382	-	-	654
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.6	0	15.6	12.7
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	382	861	-	-	484	-	-	654
HCM Lane V/C Ratio	0.114	0.111	-	-	0.004	-	-	0.288
HCM Control Delay (s)	15.6	9.7	-	-	12.5	-	-	12.7
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.4	0.4	-	-	0	-	-	1.2

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	7	1305	592	25	37	23
Future Vol, veh/h	7	1305	592	25	37	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	1418	643	27	40	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	670	0	-	0	1368	322
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	725	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	916	-	-	-	138	674
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	440	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	916	-	-	-	137	674
Mov Cap-2 Maneuver	-	-	-	-	331	-
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	440	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	14.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	916	-	-	-	331	674
HCM Lane V/C Ratio	0.008	-	-	-	0.122	0.037
HCM Control Delay (s)	9	-	-	-	17.4	10.5
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.4	0.1

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	6	1339	7	21	613	7	0	0	63	0	0	51
Future Vol, veh/h	6	1339	7	21	613	7	0	0	63	0	0	51
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	100	120	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	7	1455	8	23	666	8	0	0	68	0	0	55

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	674	0	0	1463	0	0	-	-	728	-	-	333
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	913	-	-	458	-	-	0	0	366	0	0	663
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	913	-	-	458	-	-	-	-	366	-	-	663
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.4	17.1	10.9
HCM LOS			C	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	366	913	-	-	458	-	-	663
HCM Lane V/C Ratio	0.187	0.007	-	-	0.05	-	-	0.084
HCM Control Delay (s)	17.1	9	-	-	13.3	-	-	10.9
HCM Lane LOS	C	A	-	-	B	-	-	B
HCM 95th %tile Q(veh)	0.7	0	-	-	0.2	-	-	0.3

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	74	1530	543	95	0	313
Future Vol, veh/h	74	1530	543	95	0	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	80	1663	590	103	0	340

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	693	0	-	0	-	295
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	898	-	-	-	0	701
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	-	701
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	14.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	898	-	-	-	701
HCM Lane V/C Ratio	0.09	-	-	-	0.485
HCM Control Delay (s)	9.4	-	-	-	14.9
HCM Lane LOS	A	-	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	2.7

Intersection	
Int Delay, s/veh	2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	2677	5	0	1688	20	0	0	233	0	0	65
Future Vol, veh/h	0	2677	5	0	1688	20	0	0	233	0	0	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2910	5	0	1835	22	0	0	253	0	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1455	-	-	918
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	2.2	-	-	2.2
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	327	0	0	597
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	327	-	-	597
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	45.3	11.8
HCM LOS			E	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	327	-	-	-	-	597
HCM Lane V/C Ratio	0.774	-	-	-	-	0.118
HCM Control Delay (s)	45.3	-	-	-	-	11.8
HCM Lane LOS	E	-	-	-	-	B
HCM 95th %tile Q(veh)	6.2	-	-	-	-	0.4

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	89	448	1064	12	0	147
Future Vol, veh/h	89	448	1064	12	0	147
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	100	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	97	487	1157	13	0	160

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1170	0	-	0	-	579
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	593	-	-	-	0	458
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	593	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SW
HCM Control Delay, s	2	0	17
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	593	-	-	-	458
HCM Lane V/C Ratio	0.163	-	-	-	0.349
HCM Control Delay (s)	12.3	-	-	-	17
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	1.5

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	363	13	0	867	75	0	0	42	0	0	95
Future Vol, veh/h	0	363	13	0	867	75	0	0	42	0	0	95
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	395	14	0	942	82	0	0	46	0	0	103

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	198	-	-	471
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	810	0	0	539
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	810	-	-	539
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	9.7	13.3
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	810	-	-	-	-	539
HCM Lane V/C Ratio	0.056	-	-	-	-	0.192
HCM Control Delay (s)	9.7	-	-	-	-	13.3
HCM Lane LOS	A	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.7

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	3	802	1089	89	0	196
Future Vol, veh/h	3	802	1089	89	0	196
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	872	1184	97	0	213

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1281	0	-	0	-	592
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	538	-	-	-	0	449
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	538	-	-	-	-	449
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	20
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	538	-	-	-	449
HCM Lane V/C Ratio	0.006	-	-	-	0.474
HCM Control Delay (s)	11.7	-	-	-	20
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	173	521	16	89	1105	54	7	8	69	39	22	430
Future Volume (veh/h)	173	521	16	89	1105	54	7	8	69	39	22	430
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	188	566	17	97	1201	59	8	9	75	42	24	467
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	246	1628	726	419	1493	666	96	53	440	460	25	495
Arrive On Green	0.08	0.46	0.46	0.04	0.42	0.42	0.01	0.31	0.31	0.03	0.33	0.33
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	173	1439	1781	78	1519
Grp Volume(v), veh/h	188	566	17	97	1201	59	8	0	84	42	0	491
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1611	1781	0	1597
Q Serve(g_s), s	7.7	13.4	0.8	4.1	38.7	2.9	0.4	0.0	5.0	2.1	0.0	39.1
Cycle Q Clear(g_c), s	7.7	13.4	0.8	4.1	38.7	2.9	0.4	0.0	5.0	2.1	0.0	39.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.89	1.00		0.95
Lane Grp Cap(c), veh/h	246	1628	726	419	1493	666	96	0	492	460	0	520
V/C Ratio(X)	0.77	0.35	0.02	0.23	0.80	0.09	0.08	0.00	0.17	0.09	0.00	0.94
Avail Cap(c_a), veh/h	328	2011	897	419	1712	764	147	0	542	474	0	537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	22.8	19.4	20.6	33.2	22.8	35.9	0.0	33.3	29.7	0.0	42.9
Incr Delay (d2), s/veh	7.4	0.1	0.0	0.3	2.6	0.1	0.4	0.0	0.2	0.1	0.0	25.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.4	9.3	0.5	2.9	22.6	2.0	0.3	0.0	3.6	1.6	0.0	25.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.0	23.0	19.4	20.9	35.8	22.9	36.3	0.0	33.4	29.8	0.0	68.1
LnGrp LOS	D	C	B	C	D	C	D	A	C	C	A	E
Approach Vol, veh/h		771			1357			92			533	
Approach Delay, s/veh		25.8			34.2			33.7			65.1	
Approach LOS		C			C			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.0	60.9	6.3	47.6	11.0	65.9	8.9	44.9
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	16.0	63.0	5.0	44.0	5.0	74.0	5.0	44.0
Max Q Clear Time (g_c+I1), s	9.7	40.7	2.4	41.1	6.1	15.4	4.1	7.0
Green Ext Time (p_c), s	0.3	14.2	0.0	1.5	0.0	9.1	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1540	22	45	625	15	119
Future Volume (veh/h)	1540	22	45	625	15	119
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1674	21	49	679	16	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1957	873	533	2975	128	114
Arrive On Green	0.55	0.55	0.24	0.84	0.07	0.07
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1674	21	49	679	16	88
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	44.0	0.7	0.0	4.2	0.9	6.0
Cycle Q Clear(g_c), s	44.0	0.7	0.0	4.2	0.9	6.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1957	873	533	2975	128	114
V/C Ratio(X)	0.86	0.02	0.09	0.23	0.12	0.77
Avail Cap(c_a), veh/h	2003	893	533	2975	453	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.0	11.2	26.0	1.8	47.8	50.1
Incr Delay (d2), s/veh	5.0	0.1	0.1	0.2	0.4	10.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	25.2	0.4	1.7	1.6	0.8	4.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.0	11.3	26.1	2.0	48.2	60.6
LnGrp LOS	C	B	C	A	D	E
Approach Vol, veh/h	1695			728	104	
Approach Delay, s/veh	25.8			3.6	58.7	
Approach LOS	C			A	E	

Timer - Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		97.1			31.5	65.6		12.9
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		72.0			5.0	62.0		28.0
Max Q Clear Time (g_c+I1), s		6.2			2.0	46.0		8.0
Green Ext Time (p_c), s		13.5			0.0	14.6		0.3

Intersection Summary	
HCM 6th Ctrl Delay	20.8
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	790	884	159	347	29	372	140	126	95	358	50
Future Volume (veh/h)	36	790	884	159	347	29	372	140	126	95	358	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	39	739	974	173	377	22	404	152	92	103	389	50
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	319	663	1499	267	1479	634	408	533	574	237	433	367
Arrive On Green	0.03	0.35	0.35	0.08	0.40	0.40	0.12	0.29	0.29	0.06	0.23	0.23
Sat Flow, veh/h	1781	1870	3170	3456	3696	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	39	739	974	173	377	22	404	152	92	103	389	50
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1848	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	1.7	39.0	12.7	5.3	7.5	0.9	12.8	7.0	0.8	5.4	22.2	2.2
Cycle Q Clear(g_c), s	1.7	39.0	12.7	5.3	7.5	0.9	12.8	7.0	0.8	5.4	22.2	2.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	319	663	1499	267	1479	634	408	533	574	237	433	367
V/C Ratio(X)	0.12	1.11	0.65	0.65	0.25	0.03	0.99	0.29	0.16	0.44	0.90	0.14
Avail Cap(c_a), veh/h	344	663	1499	267	1479	634	408	544	584	267	476	403
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.6	35.5	22.1	49.3	22.0	20.1	48.4	30.6	10.6	38.2	41.0	22.4
Incr Delay (d2), s/veh	0.1	70.7	2.2	4.2	0.4	0.1	41.5	0.1	0.0	0.5	17.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	42.6	7.0	4.5	6.1	0.6	12.4	5.6	1.7	4.3	18.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	106.2	24.3	53.5	22.4	20.2	89.9	30.7	10.7	38.7	58.5	22.4
LnGrp LOS	C	F	C	D	C	C	F	C	B	D	E	C
Approach Vol, veh/h		1752			572			648			542	
Approach Delay, s/veh		58.9			31.7			64.8			51.4	
Approach LOS		E			C			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.5	50.0	19.0	31.5	14.5	45.0	13.1	37.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	5.0	40.0	13.0	28.0	6.0	39.0	9.0	32.0
Max Q Clear Time (g_c+I1), s	3.7	9.5	14.8	24.2	7.3	41.0	7.4	9.0
Green Ext Time (p_c), s	0.0	11.5	0.0	1.3	0.0	0.0	0.0	1.4

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	1311	10	47	439	169	3	4	43	520	9	56
Future Volume (veh/h)	39	1311	10	47	439	169	3	4	43	520	9	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	42	1425	8	51	477	124	3	4	32	565	10	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	572	2309	1030	241	2313	1032	89	58	49	631	67	275
Arrive On Green	0.02	0.65	0.65	0.03	0.65	0.65	0.00	0.03	0.03	0.18	0.21	0.21
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	3456	320	1314
Grp Volume(v), veh/h	42	1425	8	51	477	124	3	4	32	565	0	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1728	0	1634
Q Serve(g_s), s	1.4	42.2	0.3	1.7	9.7	5.3	0.3	0.4	3.6	28.8	0.0	4.6
Cycle Q Clear(g_c), s	1.4	42.2	0.3	1.7	9.7	5.3	0.3	0.4	3.6	28.8	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.80
Lane Grp Cap(c), veh/h	572	2309	1030	241	2313	1032	89	58	49	631	0	343
V/C Ratio(X)	0.07	0.62	0.01	0.21	0.21	0.12	0.03	0.07	0.65	0.90	0.00	0.15
Avail Cap(c_a), veh/h	578	2309	1030	254	2313	1032	131	208	176	787	0	508
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.25	0.25	0.25	0.91	0.91	0.91	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.1	18.4	11.1	15.5	12.7	11.9	84.0	84.7	86.2	71.9	0.0	58.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.4	0.2	0.2	0.2	0.5	13.5	11.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	20.6	0.2	1.2	6.8	3.6	0.3	0.3	3.0	19.8	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	18.7	11.1	15.9	12.8	12.1	84.1	85.2	99.8	83.0	0.0	58.2
LnGrp LOS	B	B	B	B	B	B	F	F	F	F	A	E
Approach Vol, veh/h		1475			652			39			616	
Approach Delay, s/veh		18.5			12.9			97.1			81.0	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.4	122.2	5.7	42.7	9.6	122.0	37.8	10.6
Change Period (Y+Rc), s	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Max Green Setting (Gmax), s	5.0	94.0	5.0	56.0	6.0	93.0	41.0	20.0
Max Q Clear Time (g_c+I1), s	3.4	11.7	2.3	6.6	3.7	44.2	30.8	5.6
Green Ext Time (p_c), s	0.0	6.8	0.0	0.6	0.0	33.3	2.1	0.1

Intersection Summary	
HCM 6th Ctrl Delay	32.1
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	114	1210	482	1007	536	278	135	731	846	372	940	31
Future Volume (veh/h)	114	1210	482	1007	536	278	135	731	846	372	940	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	124	1315	465	1095	583	264	147	795	873	404	1022	23
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	156	1145	590	787	1767	929	173	690	713	307	948	506
Arrive On Green	0.05	0.32	0.32	0.23	0.50	0.50	0.05	0.22	0.22	0.09	0.27	0.27
Sat Flow, veh/h	2957	3554	1585	3456	3554	1585	3456	3105	1585	3456	3554	1585
Grp Volume(v), veh/h	124	1315	465	1095	583	264	147	795	873	404	1022	23
Grp Sat Flow(s),veh/h/ln	1478	1777	1585	1728	1777	1585	1728	1552	1585	1728	1777	1585
Q Serve(g_s), s	7.5	58.0	32.9	41.0	17.8	3.1	7.6	40.0	40.0	16.0	48.0	1.8
Cycle Q Clear(g_c), s	7.5	58.0	32.9	41.0	17.8	3.1	7.6	40.0	40.0	16.0	48.0	1.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	156	1145	590	787	1767	929	173	690	713	307	948	506
V/C Ratio(X)	0.79	1.15	0.79	1.39	0.33	0.28	0.85	1.15	1.22	1.32	1.08	0.05
Avail Cap(c_a), veh/h	214	1145	590	787	1767	929	173	690	713	307	948	506
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	0.68	0.60	0.60	0.60	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	84.3	61.0	30.9	69.5	27.2	8.2	84.8	70.0	49.5	82.0	66.0	42.3
Incr Delay (d2), s/veh	6.4	74.2	7.2	180.8	0.3	0.5	29.8	84.5	113.1	163.1	52.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.3	49.7	17.9	53.6	10.9	5.2	7.3	34.1	49.7	22.1	38.5	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	90.7	135.2	38.1	250.3	27.5	8.6	114.7	154.5	162.6	245.1	118.8	42.3
LnGrp LOS	F	F	D	F	C	A	F	F	F	F	F	D
Approach Vol, veh/h		1904			1942			1815			1449	
Approach Delay, s/veh		108.6			150.5			155.2			152.8	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.5	95.5	15.0	54.0	47.0	64.0	22.0	47.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	7.0
Max Green Setting (Gmax), s	13.0	86.0	9.0	48.0	41.0	58.0	16.0	40.0
Max Q Clear Time (g_c+I1), s	9.5	19.8	9.6	50.0	43.0	60.0	18.0	42.0
Green Ext Time (p_c), s	0.1	18.8	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	140.9
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	2444	3	5	1418	87	4	79	35	66	94	397
Future Volume (veh/h)	277	2444	3	5	1418	87	4	79	35	66	94	397
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	301	2657	3	5	1541	65	4	86	26	72	102	372
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	556	2369	1057	260	1876	837	67	114	96	108	143	537
Arrive On Green	0.26	0.67	0.67	0.12	0.53	0.53	0.01	0.06	0.06	0.03	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	301	2657	3	5	1541	65	4	86	26	72	102	372
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	16.2	120.0	0.1	0.0	65.1	3.6	0.0	8.1	2.8	1.1	9.6	0.0
Cycle Q Clear(g_c), s	16.2	120.0	0.1	0.0	65.1	3.6	0.0	8.1	2.8	1.1	9.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	556	2369	1057	260	1876	837	67	114	96	108	143	537
V/C Ratio(X)	0.54	1.12	0.00	0.02	0.82	0.08	0.06	0.76	0.27	0.67	0.71	0.69
Avail Cap(c_a), veh/h	556	2369	1057	260	1876	837	96	291	247	109	291	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	30.0	10.0	69.2	35.4	20.9	87.1	83.2	80.7	84.9	81.2	51.4
Incr Delay (d2), s/veh	0.1	55.3	0.0	0.0	4.2	0.2	0.4	9.8	1.5	14.2	6.4	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.6	75.1	0.1	0.4	36.4	2.6	0.3	7.6	2.2	6.7	8.5	21.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.4	85.3	10.0	69.2	39.6	21.1	87.4	93.1	82.2	99.1	87.6	53.7
LnGrp LOS	D	F	B	E	D	C	F	F	F	F	F	D
Approach Vol, veh/h		2961			1611			116			546	
Approach Delay, s/veh		81.7			39.0			90.4			66.0	
Approach LOS		F			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	53.2	101.0	7.0	18.8	28.2	126.0	9.9	15.9
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	30.0	95.0	5.0	28.0	5.0	120.0	5.0	28.0
Max Q Clear Time (g_c+I1), s	18.2	67.1	2.0	11.6	2.0	122.0	3.1	10.1
Green Ext Time (p_c), s	0.9	21.0	0.0	2.2	0.0	0.0	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	67.1
HCM 6th LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	1607	918	463	937	100	522	700	396	144	1181	284
Future Volume (veh/h)	233	1607	918	463	937	100	522	700	396	144	1181	284
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	253	1842	905	503	1018	79	567	779	386	157	1284	279
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	454	1610	863	365	1383	705	465	1091	630	192	1106	546
Arrive On Green	0.13	0.41	0.41	0.03	0.13	0.13	0.13	0.29	0.29	0.06	0.22	0.22
Sat Flow, veh/h	3563	3890	1585	3456	3554	1585	3563	3741	1585	3456	5106	1585
Grp Volume(v), veh/h	253	1842	905	503	1018	79	567	779	386	157	1284	279
Grp Sat Flow(s),veh/h/ln	1781	1945	1585	1728	1777	1585	1781	1870	1585	1728	1702	1585
Q Serve(g_s), s	12.0	74.5	60.2	19.0	49.6	4.2	23.5	33.5	34.9	8.1	39.0	2.3
Cycle Q Clear(g_c), s	12.0	74.5	60.2	19.0	49.6	4.2	23.5	33.5	34.9	8.1	39.0	2.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	454	1610	863	365	1383	705	465	1091	630	192	1106	546
V/C Ratio(X)	0.56	1.14	1.05	1.38	0.74	0.11	1.22	0.71	0.61	0.82	1.16	0.51
Avail Cap(c_a), veh/h	454	1610	863	365	1447	734	465	1091	630	192	1106	546
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.70	0.70	0.70	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.7	52.8	23.9	86.9	69.5	18.2	78.3	57.0	43.2	84.1	70.5	47.0
Incr Delay (d2), s/veh	0.9	72.7	44.2	182.3	1.5	0.1	116.8	2.1	1.6	22.0	82.6	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	9.3	69.1	40.3	27.0	30.8	3.4	27.4	22.4	19.8	7.5	36.1	15.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.7	125.5	68.1	269.2	71.0	18.3	195.0	59.1	44.8	106.1	153.1	47.3
LnGrp LOS	E	F	F	F	E	B	F	E	D	F	F	D
Approach Vol, veh/h		3000			1600			1732			1720	
Approach Delay, s/veh		103.9			130.7			100.4			131.6	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	29.5	76.5	29.5	45.0	25.0	81.0	16.0	58.5
Change Period (Y+Rc), s	6.5	* 6.5	6.0	* 6	6.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	20.7	* 73	23.5	* 39	19.0	74.5	10.0	52.0
Max Q Clear Time (g_c+I1), s	14.0	51.6	25.5	41.0	21.0	76.5	10.1	36.9
Green Ext Time (p_c), s	0.3	18.4	0.0	0.0	0.0	0.0	0.0	10.4

Intersection Summary	
HCM 6th Ctrl Delay	114.4
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	142	1925	58	43	1321	299	24	115	66	185	6	153
Future Volume (veh/h)	142	1925	58	43	1321	299	24	115	66	185	6	153
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1945	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	154	2092	43	47	1436	262	26	125	60	201	7	113
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	2298	986	269	2461	1139	229	153	125	137	131	192
Arrive On Green	0.05	0.62	0.62	0.12	0.69	0.69	0.06	0.08	0.08	0.05	0.07	0.07
Sat Flow, veh/h	1781	3696	1585	1781	3554	1645	1781	1945	1585	1781	1870	1585
Grp Volume(v), veh/h	154	2092	43	47	1436	262	26	125	60	201	7	113
Grp Sat Flow(s),veh/h/ln	1781	1848	1585	1781	1777	1645	1781	1945	1585	1781	1870	1585
Q Serve(g_s), s	6.8	88.8	1.9	0.0	37.5	6.6	0.0	11.4	6.5	9.0	0.6	10.1
Cycle Q Clear(g_c), s	6.8	88.8	1.9	0.0	37.5	6.6	0.0	11.4	6.5	9.0	0.6	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	226	2298	986	269	2461	1139	229	153	125	137	131	192
V/C Ratio(X)	0.68	0.91	0.04	0.17	0.58	0.23	0.11	0.82	0.48	1.46	0.05	0.59
Avail Cap(c_a), veh/h	347	2300	986	269	2461	1139	229	335	273	137	364	389
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.75	0.75	0.75	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	29.7	13.2	65.4	14.3	4.0	70.3	81.6	79.4	83.9	78.1	52.2
Incr Delay (d2), s/veh	0.3	0.6	0.0	0.2	0.8	0.4	0.2	10.0	2.8	243.5	0.2	4.1
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	3.5	39.1	1.1	3.4	19.3	6.5	2.0	10.3	5.0	24.6	0.6	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	25.2	30.3	13.2	65.6	15.0	4.4	70.5	91.6	82.2	327.4	78.3	56.2
LnGrp LOS	C	C	B	E	B	A	E	F	F	F	E	E
Approach Vol, veh/h		2289			1745			211			321	
Approach Delay, s/veh		29.6			14.8			86.3			226.5	
Approach LOS		C			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	131.2	15.5	18.6	27.4	118.4	14.0	20.2
Change Period (Y+Rc), s	5.5	6.5	5.0	6.0	6.5	* 6.5	5.0	6.0
Max Green Setting (Gmax), s	21.3	95.7	5.0	35.0	5.0	* 1.1E2	9.0	31.0
Max Q Clear Time (g_c+I1), s	8.8	39.5	2.0	12.1	2.0	90.8	11.0	13.4
Green Ext Time (p_c), s	0.4	51.6	0.0	0.6	0.0	21.1	0.0	0.8

Intersection Summary	
HCM 6th Ctrl Delay	40.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	2005	72	75	1530	114	56	38	19	63	26	49
Future Volume (veh/h)	59	2005	72	75	1530	114	56	38	19	63	26	49
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	64	2179	57	82	1663	102	61	41	14	68	28	37
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	223	2560	1142	140	2563	1143	133	56	19	124	59	50
Arrive On Green	0.03	0.72	0.72	0.03	0.72	0.72	0.05	0.04	0.04	0.05	0.03	0.03
Sat Flow, veh/h	1853	3554	1585	1853	3554	1585	1781	1333	455	1781	1870	1585
Grp Volume(v), veh/h	64	2179	57	82	1663	102	61	0	55	68	28	37
Grp Sat Flow(s),veh/h/ln	1853	1777	1585	1853	1777	1585	1781	0	1788	1781	1870	1585
Q Serve(g_s), s	1.6	79.7	1.9	2.1	44.1	1.5	1.9	0.0	5.5	6.8	2.6	3.6
Cycle Q Clear(g_c), s	1.6	79.7	1.9	2.1	44.1	1.5	1.9	0.0	5.5	6.8	2.6	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.25	1.00		1.00
Lane Grp Cap(c), veh/h	223	2560	1142	140	2563	1143	133	0	74	124	59	50
V/C Ratio(X)	0.29	0.85	0.05	0.59	0.65	0.09	0.46	0.00	0.74	0.55	0.48	0.74
Avail Cap(c_a), veh/h	225	2560	1142	182	2626	1171	149	0	89	139	83	70
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.55	0.55	0.55	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	18.2	7.3	37.7	13.2	1.5	81.1	0.0	85.3	84.8	85.7	64.9
Incr Delay (d2), s/veh	0.1	1.5	0.0	2.1	0.4	0.0	2.5	0.0	17.4	3.7	2.2	12.1
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	1.2	34.1	1.2	4.7	20.5	2.1	5.1	0.0	5.3	5.9	2.4	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.0	19.7	7.3	39.9	13.6	1.5	83.6	0.0	102.6	88.5	88.0	77.0
LnGrp LOS	B	B	A	D	B	A	F	A	F	F	F	E
Approach Vol, veh/h		2300			1847			116			133	
Approach Delay, s/veh		19.2			14.1			92.6			85.2	
Approach LOS		B			B			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.8	135.8	15.4	11.6	10.9	135.7	13.5	13.5
Change Period (Y+Rc), s	6.0	6.0	6.0	* 6	6.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	133.0	11.0	* 8	9.0	129.0	10.0	9.0
Max Q Clear Time (g_c+I1), s	3.6	46.1	3.9	5.6	4.1	81.7	8.8	7.5
Green Ext Time (p_c), s	0.0	83.7	0.1	0.0	0.1	47.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	303	1757	20	20	1373	34	25	10	20	155	10	317
Future Volume (veh/h)	303	1757	20	20	1373	34	25	10	20	155	10	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	329	1910	22	22	1492	25	27	11	22	168	11	294
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	347	2300	1026	128	1634	729	79	31	62	262	298	562
Arrive On Green	0.19	0.65	0.65	0.02	0.46	0.46	0.02	0.06	0.06	0.12	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	557	1113	1781	1870	1585
Grp Volume(v), veh/h	329	1910	22	22	1492	25	27	0	33	168	11	294
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1670	1781	1870	1585
Q Serve(g_s), s	32.8	73.8	0.9	1.2	70.4	0.9	2.7	0.0	3.4	11.9	0.9	26.5
Cycle Q Clear(g_c), s	32.8	73.8	0.9	1.2	70.4	0.9	2.7	0.0	3.4	11.9	0.9	26.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	347	2300	1026	128	1634	729	79	0	93	262	298	562
V/C Ratio(X)	0.95	0.83	0.02	0.17	0.91	0.03	0.34	0.00	0.36	0.64	0.04	0.52
Avail Cap(c_a), veh/h	376	2300	1026	144	1634	729	92	0	179	262	333	591
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.56	0.56	0.56	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	71.6	24.2	11.4	29.7	45.3	9.2	84.4	0.0	81.9	72.7	64.0	46.1
Incr Delay (d2), s/veh	17.8	1.6	0.0	0.4	5.0	0.0	2.5	0.0	2.3	4.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	20.7	34.4	0.6	0.9	37.5	1.1	2.3	0.0	2.8	12.1	0.8	15.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	89.3	25.8	11.4	30.1	50.3	9.2	87.0	0.0	84.2	76.8	64.0	46.4
LnGrp LOS	F	C	B	C	D	A	F	A	F	E	E	D
Approach Vol, veh/h		2261			1539			60			473	
Approach Delay, s/veh		34.9			49.4			85.4			57.6	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.1	88.8	8.7	34.2	8.3	122.5	27.9	15.0
Change Period (Y+Rc), s	7.0	6.0	5.0	5.5	5.0	6.0	5.5	* 5
Max Green Setting (Gmax), s	38.0	81.5	5.0	32.0	5.0	116.5	18.2	* 19
Max Q Clear Time (g_c+I1), s	34.8	72.4	4.7	28.5	3.2	75.8	13.9	5.4
Green Ext Time (p_c), s	0.2	8.3	0.0	0.2	0.0	36.9	0.1	0.1

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

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

MOVEMENT SUMMARY

Site: 102 [2045 Build AM - SH-44 Alternate Route/Emmett Road]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cemetery Road											
3	L2	4	2.0	0.010	3.7	LOS A	0.0	0.8	0.37	0.25	33.5
8	T1	1	2.0	0.010	3.7	LOS A	0.0	0.8	0.37	0.25	31.7
18	R2	5	2.0	0.010	3.7	LOS A	0.0	0.8	0.37	0.25	32.8
Approach		10	2.0	0.010	3.7	LOS A	0.0	0.8	0.37	0.25	33.1
East: SH-44 Bypass											
1	L2	2	2.0	0.373	6.2	LOS A	2.4	59.7	0.34	0.18	46.9
6	T1	979	2.0	0.373	5.9	LOS A	2.4	60.5	0.33	0.17	49.9
16	R2	97	2.0	0.373	5.5	LOS A	2.4	60.5	0.31	0.16	46.4
Approach		1078	2.0	0.373	5.8	LOS A	2.4	60.5	0.32	0.17	49.7
North: Cemetery Road											
7	L2	43	2.0	0.074	5.0	LOS A	0.3	6.5	0.52	0.48	32.7
4	T1	1	2.0	0.074	5.0	LOS A	0.3	6.5	0.52	0.48	30.5
14	R2	18	2.0	0.074	5.0	LOS A	0.3	6.5	0.52	0.48	32.3
Approach		62	2.0	0.074	5.0	LOS A	0.3	6.5	0.52	0.48	32.6
West: SH-44 Bypass											
5	L2	114	2.0	0.165	3.9	LOS A	0.9	23.7	0.18	0.06	47.2
2	T1	386	2.0	0.165	3.6	LOS A	1.0	24.2	0.17	0.06	50.3
12	R2	1	2.0	0.165	3.5	LOS A	1.0	24.2	0.17	0.06	47.8
Approach		501	2.0	0.165	3.7	LOS A	1.0	24.2	0.18	0.06	49.8
All Vehicles		1652	2.0	0.373	5.1	LOS A	2.4	60.5	0.29	0.15	48.9

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 101 [2045 Build AM - SH-44 Alternate Route/Cemetery Road]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Emmett Road											
3	L2	8	2.0	0.013	3.6	LOS A	0.0	1.0	0.35	0.23	31.6
8	T1	1	2.0	0.013	3.6	LOS A	0.0	1.0	0.35	0.23	31.3
18	R2	4	2.0	0.013	3.6	LOS A	0.0	1.0	0.35	0.23	32.7
Approach		13	2.0	0.013	3.6	LOS A	0.0	1.0	0.35	0.23	32.1
East: SH-44 Bypass											
1	L2	4	2.0	0.341	5.6	LOS A	2.1	52.7	0.26	0.12	47.6
6	T1	974	2.0	0.341	5.3	LOS A	2.1	53.2	0.25	0.11	47.9
16	R2	76	2.0	0.341	5.0	LOS A	2.1	53.2	0.24	0.10	47.2
Approach		1055	2.0	0.341	5.2	LOS A	2.1	53.2	0.25	0.11	47.9
North: Emmett Road											
7	L2	43	2.0	0.060	5.5	LOS A	0.2	5.3	0.54	0.50	32.5
4	T1	1	2.0	0.060	5.5	LOS A	0.2	5.3	0.54	0.50	29.8
14	R2	114	2.0	0.110	4.5	LOS A	0.4	10.7	0.53	0.48	31.2
Approach		159	2.0	0.110	4.8	LOS A	0.4	10.7	0.53	0.48	31.8
West: SH-44 Bypass											
5	L2	70	2.0	0.152	3.9	LOS A	0.7	17.8	0.16	0.06	41.2
2	T1	353	2.0	0.152	3.8	LOS A	0.7	18.1	0.15	0.06	48.4
12	R2	3	2.0	0.152	3.7	LOS A	0.7	18.1	0.15	0.05	41.5
Approach		426	2.0	0.152	3.8	LOS A	0.7	18.1	0.15	0.06	47.6
All Vehicles		1653	2.0	0.341	4.8	LOS A	2.1	53.2	0.25	0.13	46.2

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [2045 Build AM - SH-44 Alternate Route/N. Middleton Road]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Emmett Road											
3	L2	267	2.0	0.318	7.6	LOS A	1.6	41.3	0.63	0.59	31.9
8	T1	81	2.0	0.318	6.8	LOS A	1.7	43.7	0.62	0.56	31.0
18	R2	256	2.0	0.318	6.7	LOS A	1.7	43.7	0.62	0.55	30.3
Approach		604	2.0	0.318	7.1	LOS A	1.7	43.7	0.62	0.57	31.3
East: SH-44 Bypass											
1	L2	384	2.0	0.464	8.8	LOS A	2.7	69.1	0.58	0.50	36.5
6	T1	496	2.0	0.464	8.1	LOS A	2.7	69.1	0.57	0.47	45.9
16	R2	151	2.0	0.464	8.0	LOS A	2.7	68.4	0.56	0.47	38.5
Approach		1030	2.0	0.464	8.4	LOS A	2.7	69.1	0.57	0.48	42.3
North: Emmett Road											
7	L2	381	2.0	0.610	13.5	LOS B	5.3	134.4	0.82	1.01	27.7
4	T1	145	2.0	0.610	13.5	LOS B	5.3	134.4	0.82	1.01	27.5
14	R2	188	2.0	0.310	10.2	LOS B	1.4	36.3	0.71	0.72	31.7
Approach		714	2.0	0.610	12.6	LOS B	5.3	134.4	0.79	0.94	29.2
West: SH-44 Bypass											
5	L2	65	2.0	0.326	10.4	LOS B	2.1	52.5	0.83	0.81	44.2
2	T1	207	2.0	0.326	9.9	LOS A	2.3	58.0	0.84	0.80	44.9
12	R2	167	2.0	0.326	8.8	LOS A	2.3	58.0	0.85	0.78	45.1
Approach		439	2.0	0.326	9.6	LOS A	2.3	58.0	0.84	0.80	44.8
All Vehicles		2788	2.0	0.610	9.4	LOS A	5.3	134.4	0.68	0.67	36.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	24	1979	1107	8	0	24
Future Vol, veh/h	24	1979	1107	8	0	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	2040	1141	8	0	25

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1149	0	-	0	-	571
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	604	-	-	-	0	464
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	604	-	-	-	-	464
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	604	-	-	-	464
HCM Lane V/C Ratio	0.041	-	-	-	0.053
HCM Control Delay (s)	11.2	-	-	-	13.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑		↱
Traffic Vol, veh/h	1973	12	28	1139	0	74
Future Vol, veh/h	1973	12	28	1139	0	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	-	0
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2034	12	29	1174	0	76

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2046	0	-	1017
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	271	-	0	235
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	271	-	-	235
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	27.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	235	-	-	271	-
HCM Lane V/C Ratio	0.325	-	-	0.107	-
HCM Control Delay (s)	27.5	-	-	19.9	-
HCM Lane LOS	D	-	-	C	-
HCM 95th %tile Q(veh)	1.4	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	2007	1140	12	0	29
Future Vol, veh/h	28	2007	1140	12	0	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	29	2069	1175	12	0	30

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1187	0	-	0	-	588
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	584	-	-	-	0	452
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	584	-	-	-	-	452
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	584	-	-	-	452
HCM Lane V/C Ratio	0.049	-	-	-	0.066
HCM Control Delay (s)	11.5	-	-	-	13.5
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2

Intersection	
Int Delay, s/veh	0.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↱	↰	↑↑		↱
Traffic Vol, veh/h	1976	5	15	1107	0	33
Future Vol, veh/h	1976	5	15	1107	0	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	100	100	-	-	-
Veh in Median Storage, #	0	-	-	0	2	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2037	5	15	1141	0	34

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	2042	0	-	1019
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	4.14	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	2.22	-	-	3.32
Pot Cap-1 Maneuver	-	-	272	-	0	235
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	272	-	-	235
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	22.9
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	235	-	-	272	-
HCM Lane V/C Ratio	0.145	-	-	0.057	-
HCM Control Delay (s)	22.9	-	-	19	-
HCM Lane LOS	C	-	-	C	-
HCM 95th %tile Q(veh)	0.5	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	2011	1111	7	0	21
Future Vol, veh/h	15	2011	1111	7	0	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	100	-	-	100	-	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	2073	1145	7	0	22

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1152	0	-	0	-	573
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	602	-	-	-	0	463
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	602	-	-	-	-	463
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	602	-	-	-	463
HCM Lane V/C Ratio	0.026	-	-	-	0.047
HCM Control Delay (s)	11.1	-	-	-	13.2
HCM Lane LOS	B	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	10.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	358	1258	62	9	1543	125	0	0	46	0	0	170
Future Vol, veh/h	358	1258	62	9	1543	125	0	0	46	0	0	170
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	110	-	110	115	-	235	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	369	1297	64	9	1591	129	0	0	47	0	0	175

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1720	0	0	1361	0	0	-	-	649	-	-	796
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	~ 364	-	-	501	-	-	0	0	412	0	0	330
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	~ 364	-	-	501	-	-	-	-	412	-	-	330
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.2	0.1	14.9	27.6
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	412	~ 364	-	-	501	-	-	330
HCM Lane V/C Ratio	0.115	1.014	-	-	0.019	-	-	0.531
HCM Control Delay (s)	14.9	85.3	-	-	12.3	-	-	27.6
HCM Lane LOS	B	F	-	-	B	-	-	D
HCM 95th %tile Q(veh)	0.4	12.1	-	-	0.1	-	-	2.9

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	115	1135	27	29	1503	117	0	0	23	0	0	126
Future Vol, veh/h	115	1135	27	29	1503	117	0	0	23	0	0	126
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	100	115	-	215	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	119	1170	28	30	1549	121	0	0	24	0	0	130

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1670	0	0	1198	0	0	-	-	585	-	-	775
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	381	-	-	578	-	-	0	0	454	0	0	341
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	381	-	-	578	-	-	-	-	454	-	-	341
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.7	0.2	13.4	21.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	381	-	-	578	-	-	341
HCM Lane V/C Ratio	0.052	0.311	-	-	0.052	-	-	0.381
HCM Control Delay (s)	13.4	18.7	-	-	11.6	-	-	21.9
HCM Lane LOS	B	C	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.2	1.3	-	-	0.2	-	-	1.7

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	1120	1616	37	27	51
Future Vol, veh/h	15	1120	1616	37	27	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	0	100
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	1155	1666	38	28	53

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1704	0	-	0	2274	833
Stage 1	-	-	-	-	1666	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	369	-	-	-	34	312
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	506	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	369	-	-	-	33	312
Mov Cap-2 Maneuver	-	-	-	-	123	-
Stage 1	-	-	-	-	133	-
Stage 2	-	-	-	-	506	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	27.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	369	-	-	-	123	312
HCM Lane V/C Ratio	0.042	-	-	-	0.226	0.169
HCM Control Delay (s)	15.2	-	-	-	42.6	18.9
HCM Lane LOS	C	-	-	-	E	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.8	0.6

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	30	1136	27	52	1608	55	0	0	52	0	0	35
Future Vol, veh/h	30	1136	27	52	1608	55	0	0	52	0	0	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	115	-	100	120	-	100	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	1171	28	54	1658	57	0	0	54	0	0	36

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1715	0	0	1199	0	0	-	-	586	-	-	829
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	4.14	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	366	-	-	578	-	-	0	0	454	0	0	314
Stage 1	-	-	-	-	-	-	0	0	-	0	0	-
Stage 2	-	-	-	-	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	366	-	-	578	-	-	-	-	454	-	-	314
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.4	0.4	14	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	454	366	-	-	578	-	-	314
HCM Lane V/C Ratio	0.118	0.085	-	-	0.093	-	-	0.115
HCM Control Delay (s)	14	15.7	-	-	11.9	-	-	17.9
HCM Lane LOS	B	C	-	-	B	-	-	C
HCM 95th %tile Q(veh)	0.4	0.3	-	-	0.3	-	-	0.4

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	168	1112	1626	349	0	227
Future Vol, veh/h	168	1112	1626	349	0	227
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	-
Veh in Median Storage, #	-	0	0	-	1	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	173	1146	1676	360	0	234

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	2036	0	-	0	-	838
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	274	-	-	-	0	309
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	274	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s	5	0	45.4
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	274	-	-	-	309
HCM Lane V/C Ratio	0.632	-	-	-	0.757
HCM Control Delay (s)	38.3	-	-	-	45.4
HCM Lane LOS	E	-	-	-	E
HCM 95th %tile Q(veh)	3.9	-	-	-	5.8

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	2012	13	0	3285	15	0	0	139	0	0	69
Future Vol, veh/h	0	2012	13	0	3285	15	0	0	139	0	0	69
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	2074	13	0	3387	15	0	0	143	0	0	71

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	1037	-	-	1694
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	5	-	-	5
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	2.2	-	-	2.2
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	523	0	0	250
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	523	-	-	250
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	14.5	25
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	523	-	-	-	-	250
HCM Lane V/C Ratio	0.274	-	-	-	-	0.285
HCM Control Delay (s)	14.5	-	-	-	-	25
HCM Lane LOS	B	-	-	-	-	D
HCM 95th %tile Q(veh)	1.1	-	-	-	-	1.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	330	1682	1010	18	0	118
Future Vol, veh/h	330	1682	1010	18	0	118
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	200	-	-	100	-	-
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	340	1734	1041	19	0	122

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1060	0	-	0	-	521
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	653	-	-	-	0	500
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	653	-	-	-	-	500
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SW
HCM Control Delay, s	2.7	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	653	-	-	-	500
HCM Lane V/C Ratio	0.521	-	-	-	0.243
HCM Control Delay (s)	16.4	-	-	-	14.5
HCM Lane LOS	C	-	-	-	B
HCM 95th %tile Q(veh)	3	-	-	-	0.9

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↱		↑↑	↱			↱			↱
Traffic Vol, veh/h	0	1154	50	0	814	109	0	0	27	0	0	94
Future Vol, veh/h	0	1154	50	0	814	109	0	0	27	0	0	94
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	100	-	-	100	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1190	52	0	839	112	0	0	28	0	0	97

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	595	-	-	420
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.94	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.32	-	-	3.32
Pot Cap-1 Maneuver	0	-	-	0	-	-	0	0	447	0	0	582
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	447	-	-	582
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	13.6	12.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	447	-	-	-	-	582
HCM Lane V/C Ratio	0.062	-	-	-	-	0.167
HCM Control Delay (s)	13.6	-	-	-	-	12.4
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.6

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	16	1563	1271	335	0	188
Future Vol, veh/h	16	1563	1271	335	0	188
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	100	-	-	100	-	0
Veh in Median Storage, #	-	0	0	-	2	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	1611	1310	345	0	194

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1655	0	-	0	-	655
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	4.14	-	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	2.22	-	-	-	-	3.32
Pot Cap-1 Maneuver	386	-	-	-	0	409
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	386	-	-	-	-	409
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0.1	0	21.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SELn1
Capacity (veh/h)	386	-	-	-	409
HCM Lane V/C Ratio	0.043	-	-	-	0.474
HCM Control Delay (s)	14.7	-	-	-	21.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	483	1778	16	82	867	61	4	5	107	41	8	342
Future Volume (veh/h)	483	1778	16	82	867	61	4	5	107	41	8	342
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	498	1833	12	85	894	44	4	5	76	42	8	245
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	543	2069	923	169	1549	691	105	16	238	267	9	285
Arrive On Green	0.19	0.58	0.58	0.04	0.44	0.44	0.01	0.16	0.16	0.03	0.18	0.18
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	99	1501	1781	50	1542
Grp Volume(v), veh/h	498	1833	12	85	894	44	4	0	81	42	0	253
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1600	1781	0	1593
Q Serve(g_s), s	18.1	52.6	0.4	3.1	22.4	1.9	0.2	0.0	5.3	2.3	0.0	18.2
Cycle Q Clear(g_c), s	18.1	52.6	0.4	3.1	22.4	1.9	0.2	0.0	5.3	2.3	0.0	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.97
Lane Grp Cap(c), veh/h	543	2069	923	169	1549	691	105	0	253	267	0	294
V/C Ratio(X)	0.92	0.89	0.01	0.50	0.58	0.06	0.04	0.00	0.32	0.16	0.00	0.86
Avail Cap(c_a), veh/h	841	2105	939	321	1549	691	322	0	379	437	0	377
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	20.5	21.3	10.4	24.9	25.1	19.3	42.4	0.0	44.1	39.7	0.0	46.7
Incr Delay (d2), s/veh	10.4	4.9	0.0	2.3	0.5	0.0	0.1	0.0	0.7	0.3	0.0	14.7
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	12.7	28.1	0.2	2.3	13.6	1.3	0.2	0.0	3.9	1.8	0.0	13.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	26.2	10.4	27.2	25.6	19.4	42.5	0.0	44.8	40.0	0.0	61.3
LnGrp LOS	C	C	B	C	C	B	D	A	D	D	A	E
Approach Vol, veh/h		2343			1023			85			295	
Approach Delay, s/veh		27.1			25.5			44.7			58.3	
Approach LOS		C			C			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.2	57.5	5.6	26.8	10.9	74.8	8.7	23.7
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	42.0	43.0	15.0	28.0	15.0	70.0	15.0	28.0
Max Q Clear Time (g_c+I1), s	20.1	24.4	2.2	20.2	5.1	54.6	4.3	7.3
Green Ext Time (p_c), s	2.1	9.5	0.0	1.7	0.1	14.2	0.1	0.7

Intersection Summary	
HCM 6th Ctrl Delay	29.5
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1115	22	117	1910	29	96
Future Volume (veh/h)	1115	22	117	1910	29	96
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	1149	20	121	1969	30	69
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	2963	1322	452	3160	98	87
Arrive On Green	0.83	0.83	0.03	0.89	0.06	0.06
Sat Flow, veh/h	3647	1585	1781	3647	1781	1585
Grp Volume(v), veh/h	1149	20	121	1969	30	69
Grp Sat Flow(s),veh/h/ln	1777	1585	1781	1777	1781	1585
Q Serve(g_s), s	14.3	0.4	1.7	24.8	2.9	7.7
Cycle Q Clear(g_c), s	14.3	0.4	1.7	24.8	2.9	7.7
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2963	1322	452	3160	98	87
V/C Ratio(X)	0.39	0.02	0.27	0.62	0.31	0.79
Avail Cap(c_a), veh/h	2963	1322	511	3160	297	264
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	3.7	2.5	2.6	2.5	81.7	84.0
Incr Delay (d2), s/veh	0.4	0.0	0.3	0.9	1.7	14.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.1	0.2	0.8	9.7	2.5	6.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	4.1	2.5	2.9	3.4	83.5	98.5
LnGrp LOS	A	A	A	A	F	F
Approach Vol, veh/h	1169			2090	99	
Approach Delay, s/veh	4.0			3.4	93.9	
Approach LOS	A			A	F	

Timer - Assigned Phs		2			5	6		8
Phs Duration (G+Y+Rc), s		165.1			10.0	155.1		14.9
Change Period (Y+Rc), s		5.0			5.0	5.0		5.0
Max Green Setting (Gmax), s		140.0			11.0	124.0		30.0
Max Q Clear Time (g_c+I1), s		26.8			3.7	16.3		9.7
Green Ext Time (p_c), s		89.5			0.2	34.4		0.3

Intersection Summary	
HCM 6th Ctrl Delay	6.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	80	714	548	404	1034	107	1175	387	492	120	264	48
Future Volume (veh/h)	80	714	548	404	1034	107	1175	387	492	120	264	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	910	426	416	1066	76	1211	399	466	124	272	35
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	138	974	941	403	1270	545	1152	786	851	264	292	248
Arrive On Green	0.03	0.26	0.26	0.12	0.34	0.34	0.33	0.42	0.42	0.07	0.16	0.16
Sat Flow, veh/h	1781	3741	1585	3456	3696	1585	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	82	910	426	416	1066	76	1211	399	466	124	272	35
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1728	1848	1585	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	6.0	42.8	26.9	21.0	47.9	5.9	60.0	28.3	34.7	10.4	25.8	3.4
Cycle Q Clear(g_c), s	6.0	42.8	26.9	21.0	47.9	5.9	60.0	28.3	34.7	10.4	25.8	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	138	974	941	403	1270	545	1152	786	851	264	292	248
V/C Ratio(X)	0.60	0.93	0.45	1.03	0.84	0.14	1.05	0.51	0.55	0.47	0.93	0.14
Avail Cap(c_a), veh/h	138	974	941	403	1270	545	1152	786	851	318	301	255
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.77	0.77	0.77	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.3	65.1	20.3	79.5	54.5	40.7	60.0	38.5	27.4	58.0	75.0	65.5
Incr Delay (d2), s/veh	4.8	16.8	1.6	47.8	5.3	0.4	41.1	0.2	0.4	0.5	33.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.4	30.8	15.7	17.4	30.5	4.4	43.6	19.1	19.3	8.4	21.6	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	56.1	81.8	21.9	127.3	59.8	41.1	101.1	38.7	27.8	58.5	107.9	65.6
LnGrp LOS	E	F	C	F	E	D	F	D	C	E	F	E
Approach Vol, veh/h		1418			1558			2076			431	
Approach Delay, s/veh		62.3			76.9			72.6			90.3	
Approach LOS		E			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	67.9	66.0	34.1	27.0	52.9	18.5	81.6
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	6.0	61.0	60.0	29.0	21.0	46.0	18.0	71.0
Max Q Clear Time (g_c+I1), s	8.0	49.9	62.0	27.8	23.0	44.8	12.4	36.7
Green Ext Time (p_c), s	0.0	10.4	0.0	0.3	0.0	0.9	0.1	5.0

Intersection Summary	
HCM 6th Ctrl Delay	72.6
HCM 6th LOS	E

Notes

User approved volume balancing among the lanes for turning movement.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	858	14	35	1440	584	13	7	45	206	1	171
Future Volume (veh/h)	158	858	14	35	1440	584	13	7	45	206	1	171
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	885	10	36	1485	494	13	7	20	212	1	136
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	559	2615	1167	290	1703	760	90	79	67	263	1	166
Arrive On Green	0.28	0.74	0.74	0.02	0.48	0.48	0.01	0.04	0.04	0.08	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	3456	12	1575
Grp Volume(v), veh/h	163	885	10	36	1485	494	13	7	20	212	0	137
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1728	0	1587
Q Serve(g_s), s	6.3	15.8	0.3	2.0	67.3	36.4	1.2	0.6	1.4	10.9	0.0	15.2
Cycle Q Clear(g_c), s	6.3	15.8	0.3	2.0	67.3	36.4	1.2	0.6	1.4	10.9	0.0	15.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.99
Lane Grp Cap(c), veh/h	559	2615	1167	290	1703	760	90	79	67	263	0	167
V/C Ratio(X)	0.29	0.34	0.01	0.12	0.87	0.65	0.14	0.09	0.30	0.81	0.00	0.82
Avail Cap(c_a), veh/h	559	2615	1167	298	1777	793	116	208	176	595	0	406
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.42	0.42	0.42	0.17	0.17	0.17	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	46.7	8.4	6.3	28.0	41.9	26.0	80.9	82.8	34.7	81.8	0.0	78.8
Incr Delay (d2), s/veh	0.1	0.1	0.0	0.0	1.2	0.7	0.7	0.5	2.4	5.7	0.0	9.5
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	8.1	8.6	0.2	1.5	32.0	16.5	1.1	0.6	1.7	8.8	0.0	10.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.8	8.5	6.3	28.0	43.1	26.8	81.6	83.3	37.1	87.6	0.0	88.3
LnGrp LOS	D	A	A	C	D	C	F	F	D	F	A	F
Approach Vol, veh/h		1058			2015			40			349	
Approach Delay, s/veh		14.4			38.8			59.6			87.9	
Approach LOS		B			D			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	56.4	92.3	7.4	24.0	10.2	138.5	18.7	12.6
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	17.0	90.0	5.0	46.0	5.0	102.0	31.0	20.0
Max Q Clear Time (g_c+I1), s	8.3	69.3	3.2	17.2	4.0	17.8	12.9	3.4
Green Ext Time (p_c), s	0.4	17.0	0.0	1.7	0.0	20.7	0.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	36.5
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	757	337	1119	1437	371	555	962	939	296	757	56
Future Volume (veh/h)	51	757	337	1119	1437	371	555	962	939	296	757	56
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	53	780	272	1154	1481	345	572	992	947	305	780	40
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	612	523	979	1520	792	545	1035	977	250	881	437
Arrive On Green	0.03	0.17	0.17	0.28	0.43	0.43	0.16	0.33	0.33	0.07	0.25	0.25
Sat Flow, veh/h	2957	3554	1585	3456	3554	1585	3456	3105	1585	3456	3554	1585
Grp Volume(v), veh/h	53	780	272	1154	1481	345	572	992	947	305	780	40
Grp Sat Flow(s),veh/h/ln	1478	1777	1585	1728	1777	1585	1728	1552	1585	1728	1777	1585
Q Serve(g_s), s	3.2	31.0	11.8	51.0	73.6	18.6	28.4	56.3	60.0	13.0	38.1	0.0
Cycle Q Clear(g_c), s	3.2	31.0	11.8	51.0	73.6	18.6	28.4	56.3	60.0	13.0	38.1	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	82	612	523	979	1520	792	545	1035	977	250	881	437
V/C Ratio(X)	0.64	1.27	0.52	1.18	0.97	0.44	1.05	0.96	0.97	1.22	0.89	0.09
Avail Cap(c_a), veh/h	82	612	523	979	1520	793	545	1035	977	250	908	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.92	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	86.6	74.5	19.5	64.5	50.5	16.4	75.8	58.8	32.9	83.5	65.2	48.4
Incr Delay (d2), s/veh	11.6	135.0	3.4	81.5	3.2	0.2	52.1	18.6	21.4	130.4	10.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	37.2	7.7	40.0	34.7	7.7	23.5	32.1	52.0	16.5	25.0	2.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	98.2	209.5	22.9	146.0	53.7	16.5	127.9	77.4	54.2	213.9	75.3	48.5
LnGrp LOS	F	F	C	F	D	B	F	E	D	F	E	D
Approach Vol, veh/h		1105			2980			2511			1125	
Approach Delay, s/veh		158.2			85.1			80.2			111.9	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	83.0	35.4	50.6	57.0	37.0	19.0	67.0
Change Period (Y+Rc), s	6.0	6.0	7.0	* 6	6.0	6.0	6.0	7.0
Max Green Setting (Gmax), s	5.0	77.0	28.0	* 46	51.0	31.0	13.0	60.0
Max Q Clear Time (g_c+I1), s	5.2	75.6	30.4	40.1	53.0	33.0	15.0	62.0
Green Ext Time (p_c), s	0.0	1.4	0.0	4.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	97.9
HCM 6th LOS	F

Notes

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

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	1886	21	33	2540	285	12	160	37	66	99	460
Future Volume (veh/h)	299	1886	21	33	2540	285	12	160	37	66	99	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	308	1944	16	34	2619	230	12	165	27	68	102	443
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	295	2580	1151	129	2152	960	105	188	160	107	218	412
Arrive On Green	0.14	0.73	0.73	0.02	0.61	0.61	0.01	0.10	0.10	0.03	0.12	0.12
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	308	1944	16	34	2619	230	12	165	27	68	102	443
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1870	1585	1781	1870	1585
Q Serve(g_s), s	25.7	59.6	0.4	1.5	109.0	12.1	0.0	15.7	2.5	1.0	9.2	21.0
Cycle Q Clear(g_c), s	25.7	59.6	0.4	1.5	109.0	12.1	0.0	15.7	2.5	1.0	9.2	21.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	295	2580	1151	129	2152	960	105	188	160	107	218	412
V/C Ratio(X)	1.04	0.75	0.01	0.26	1.22	0.24	0.11	0.88	0.17	0.64	0.47	1.08
Avail Cap(c_a), veh/h	295	2580	1151	218	2152	960	132	218	185	107	218	412
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.4	14.9	3.7	28.4	35.5	16.4	80.2	79.8	60.9	84.7	74.3	66.6
Incr Delay (d2), s/veh	29.1	0.2	0.0	1.1	102.1	0.6	0.5	27.8	0.5	11.7	1.6	66.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.1	23.2	0.3	1.1	102.2	8.1	1.0	14.0	2.1	6.2	8.0	22.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	104.5	15.1	3.7	29.4	137.6	17.0	80.7	107.6	61.4	96.4	75.8	132.9
LnGrp LOS	F	B	A	C	F	B	F	F	E	F	E	F
Approach Vol, veh/h		2268			2883			204			613	
Approach Delay, s/veh		27.2			126.7			99.9			119.4	
Approach LOS		C			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	31.7	115.0	7.3	26.0	10.1	136.7	10.1	23.1
Change Period (Y+Rc), s	6.0	6.0	5.0	5.0	6.0	6.0	5.0	5.0
Max Green Setting (Gmax), s	23.0	109.0	5.0	21.0	13.0	119.0	5.0	21.0
Max Q Clear Time (g_c+I1), s	27.7	111.0	2.0	23.0	3.5	61.6	3.0	17.7
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	45.5	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	87.2
HCM 6th LOS	F

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	252	1108	762	650	1540	237	1386	1440	668	171	1417	396
Future Volume (veh/h)	252	1108	762	650	1540	237	1386	1440	668	171	1417	396
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	260	1334	635	670	1588	192	1429	1485	649	176	1461	320
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1113	837	384	1234	635	861	1557	836	184	1163	445
Arrive On Green	0.05	0.29	0.29	0.11	0.35	0.35	0.24	0.42	0.42	0.05	0.23	0.23
Sat Flow, veh/h	3563	3890	1585	3456	3554	1585	3563	3741	1585	3456	5106	1585
Grp Volume(v), veh/h	260	1334	635	670	1588	192	1429	1485	649	176	1461	320
Grp Sat Flow(s),veh/h/ln	1781	1945	1585	1728	1777	1585	1781	1870	1585	1728	1702	1585
Q Serve(g_s), s	9.5	51.5	17.4	20.0	62.5	3.6	43.5	69.2	40.2	9.1	41.0	20.5
Cycle Q Clear(g_c), s	9.5	51.5	17.4	20.0	62.5	3.6	43.5	69.2	40.2	9.1	41.0	20.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	188	1113	837	384	1234	635	861	1557	836	184	1163	445
V/C Ratio(X)	1.38	1.20	0.76	1.74	1.29	0.30	1.66	0.95	0.78	0.96	1.26	0.72
Avail Cap(c_a), veh/h	188	1113	837	384	1234	635	861	1559	837	184	1163	445
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.28	0.28	0.28	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	85.2	64.3	13.4	80.0	58.8	22.5	68.3	50.9	17.0	85.0	69.5	30.8
Incr Delay (d2), s/veh	201.8	98.2	6.4	338.3	130.9	0.1	302.1	13.4	4.5	53.2	122.4	4.8
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	16.0	56.1	16.8	38.1	65.9	5.9	84.9	43.7	20.8	9.2	44.8	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	287.0	162.5	19.8	418.3	189.7	22.6	370.3	64.2	21.4	138.2	191.9	35.7
LnGrp LOS	F	F	B	F	F	C	F	E	C	F	F	D
Approach Vol, veh/h		2229			2450			3563			1957	
Approach Delay, s/veh		136.3			239.1			179.2			161.5	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	69.0	49.5	47.0	26.0	58.0	15.6	80.9
Change Period (Y+Rc), s	5.5	6.5	6.0	* 6	6.0	6.5	6.0	6.0
Max Green Setting (Gmax), s	9.5	62.5	43.5	* 41	20.0	51.5	9.0	75.0
Max Q Clear Time (g_c+I1), s	11.5	64.5	45.5	43.0	22.0	53.5	11.1	71.2
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.7

Intersection Summary	
HCM 6th Ctrl Delay	180.8
HCM 6th LOS	F

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	261	1632	61	152	2128	211	118	27	54	126	33	176
Future Volume (veh/h)	261	1632	61	152	2128	211	118	27	54	126	33	176
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1945	1870	1870	1870	1945	1870	1945	1870	1870	1870	1870
Adj Flow Rate, veh/h	269	1682	44	157	2194	170	122	28	40	130	34	125
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	2784	1194	267	2367	1095	141	54	44	147	52	248
Arrive On Green	0.13	0.75	0.75	0.04	0.67	0.67	0.05	0.03	0.03	0.05	0.03	0.03
Sat Flow, veh/h	1781	3696	1585	1781	3554	1645	1781	1945	1585	1781	1870	1585
Grp Volume(v), veh/h	269	1682	44	157	2194	170	122	28	40	130	34	125
Grp Sat Flow(s),veh/h/ln	1781	1848	1585	1781	1777	1645	1781	1945	1585	1781	1870	1585
Q Serve(g_s), s	20.9	37.1	1.3	5.1	97.0	6.9	9.0	2.6	4.5	9.0	3.2	5.0
Cycle Q Clear(g_c), s	20.9	37.1	1.3	5.1	97.0	6.9	9.0	2.6	4.5	9.0	3.2	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	288	2784	1194	267	2367	1095	141	54	44	147	52	248
V/C Ratio(X)	0.93	0.60	0.04	0.59	0.93	0.16	0.86	0.52	0.91	0.88	0.65	0.50
Avail Cap(c_a), veh/h	311	2784	1194	369	2367	1095	141	54	44	147	52	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.32	0.32	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	66.7	10.1	5.6	11.3	26.2	11.2	83.0	86.3	87.3	83.3	86.6	69.6
Incr Delay (d2), s/veh	5.3	0.0	0.0	0.7	2.8	0.1	39.1	8.4	100.8	42.0	28.9	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.2	14.7	0.8	3.1	43.1	4.2	5.1	2.6	5.6	12.4	3.6	9.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.0	10.1	5.6	12.0	29.1	11.3	122.1	94.7	188.1	125.4	115.5	71.9
LnGrp LOS	E	B	A	B	C	B	F	F	F	F	F	E
Approach Vol, veh/h		1995			2521			190			289	
Approach Delay, s/veh		18.4			26.8			132.0			101.1	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	28.6	126.4	14.0	11.0	12.9	142.1	14.0	11.0
Change Period (Y+Rc), s	5.5	6.5	5.0	6.0	5.5	6.5	5.0	6.0
Max Green Setting (Gmax), s	25.5	117.5	9.0	5.0	17.7	125.3	9.0	5.0
Max Q Clear Time (g_c+I1), s	22.9	99.0	11.0	7.0	7.1	39.1	11.0	6.5
Green Ext Time (p_c), s	0.3	18.1	0.0	0.0	0.3	62.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.7
HCM 6th LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	1617	121	88	2266	37	176	13	112	54	15	44
Future Volume (veh/h)	37	1617	121	88	2266	37	176	13	112	54	15	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1945	1870	1870	1945	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1667	95	91	2336	27	181	13	80	56	15	32
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	101	2472	1103	196	2487	1109	201	19	117	111	52	44
Arrive On Green	0.02	0.70	0.70	0.03	0.70	0.70	0.09	0.08	0.08	0.04	0.03	0.03
Sat Flow, veh/h	1853	3554	1585	1853	3554	1585	1781	226	1393	1781	1870	1585
Grp Volume(v), veh/h	38	1667	95	91	2336	27	181	0	93	56	15	32
Grp Sat Flow(s),veh/h/ln	1853	1777	1585	1853	1777	1585	1781	0	1620	1781	1870	1585
Q Serve(g_s), s	0.0	48.4	3.5	3.0	103.6	0.9	14.0	0.0	10.0	5.6	1.4	3.2
Cycle Q Clear(g_c), s	0.0	48.4	3.5	3.0	103.6	0.9	14.0	0.0	10.0	5.6	1.4	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	101	2472	1103	196	2487	1109	201	0	136	111	52	44
V/C Ratio(X)	0.37	0.67	0.09	0.46	0.94	0.02	0.90	0.00	0.68	0.50	0.29	0.73
Avail Cap(c_a), veh/h	109	2472	1103	237	2488	1110	248	0	136	149	52	44
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.72	0.72	0.72	0.21	0.21	0.21	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	81.1	15.7	8.9	20.2	23.7	8.2	79.3	0.0	80.1	85.6	85.8	66.8
Incr Delay (d2), s/veh	0.6	1.1	0.1	0.4	2.0	0.0	28.3	0.0	11.0	3.5	1.1	40.7
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	3.1	23.8	2.3	2.2	42.9	0.6	15.2	0.0	8.2	4.9	1.3	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.7	16.8	9.0	20.6	25.7	8.2	107.6	0.0	91.2	89.1	86.9	107.5
LnGrp LOS	F	B	A	C	C	A	F	A	F	F	F	F
Approach Vol, veh/h		1800			2454			274			103	
Approach Delay, s/veh		17.7			25.3			102.0			94.5	
Approach LOS		B			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	132.0	22.3	11.0	11.0	131.2	12.2	21.1
Change Period (Y+Rc), s	6.0	6.0	6.0	* 6	6.0	6.0	5.0	6.0
Max Green Setting (Gmax), s	5.0	126.0	21.0	* 5	9.0	122.0	11.0	15.0
Max Q Clear Time (g_c+I1), s	2.0	105.6	16.0	5.2	5.0	50.4	7.6	12.0
Green Ext Time (p_c), s	0.0	20.4	0.3	0.0	0.1	69.4	0.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	28.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	420	1312	42	32	1913	120	53	20	42	71	20	460
Future Volume (veh/h)	420	1312	42	32	1913	120	53	20	42	71	20	460
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	1353	43	33	1972	86	55	21	43	73	21	423
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, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	2447	1092	184	1816	810	102	46	95	89	156	441
Arrive On Green	0.19	0.69	0.69	0.02	0.51	0.51	0.03	0.08	0.08	0.03	0.08	0.08
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	547	1121	1781	1870	1585
Grp Volume(v), veh/h	433	1353	43	33	1972	86	55	0	64	73	21	423
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	0	1669	1781	1870	1585
Q Serve(g_s), s	35.0	34.5	0.8	1.7	92.0	3.6	0.0	0.0	6.6	5.0	1.9	12.3
Cycle Q Clear(g_c), s	35.0	34.5	0.8	1.7	92.0	3.6	0.0	0.0	6.6	5.0	1.9	12.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.67	1.00		1.00
Lane Grp Cap(c), veh/h	386	2447	1092	184	1816	810	102	0	141	89	156	441
V/C Ratio(X)	1.12	0.55	0.04	0.18	1.09	0.11	0.54	0.00	0.45	0.82	0.13	0.96
Avail Cap(c_a), veh/h	386	2447	1092	293	1816	810	105	0	232	89	255	524
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.69	0.09	0.09	0.09	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.7	14.1	2.5	27.5	44.0	11.4	84.9	0.0	78.4	83.5	76.4	64.0
Incr Delay (d2), s/veh	75.7	0.6	0.0	0.0	39.7	0.0	5.0	0.0	2.3	42.0	0.1	25.9
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	34.5	17.7	1.0	1.1	55.4	2.6	4.8	0.0	5.3	3.6	1.6	11.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	146.4	14.7	2.5	27.5	83.7	11.4	89.9	0.0	80.7	125.6	76.6	89.9
LnGrp LOS	F	B	A	C	F	B	F	A	F	F	E	F
Approach Vol, veh/h		1829			2091			119			517	
Approach Delay, s/veh		45.6			79.8			85.0			94.4	
Approach LOS		D			E			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	42.0	98.0	9.7	20.5	9.0	131.0	10.0	20.2
Change Period (Y+Rc), s	7.0	6.0	5.0	5.5	5.0	* 7	5.0	5.0
Max Green Setting (Gmax), s	35.0	92.0	5.0	24.5	15.0	* 1.1E2	5.0	25.0
Max Q Clear Time (g_c+I1), s	37.0	94.0	2.0	14.3	3.7	36.5	7.0	8.6
Green Ext Time (p_c), s	0.0	0.0	0.0	0.7	0.0	42.8	0.0	0.5

Intersection Summary	
HCM 6th Ctrl Delay	67.9
HCM 6th LOS	E

Notes

User approved pedestrian interval to be less than phase max green.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

MOVEMENT SUMMARY

Site: 101 [2045 Build PM - SH-44 Alternate Route/Emmett Road]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Emmett Road											
3	L2	4	2.0	0.015	6.0	LOS A	0.1	1.5	0.67	0.57	30.9
8	T1	1	2.0	0.015	6.0	LOS A	0.1	1.5	0.67	0.57	30.7
18	R2	4	2.0	0.015	6.0	LOS A	0.1	1.5	0.67	0.57	32.4
Approach		9	2.0	0.015	6.0	LOS A	0.1	1.5	0.67	0.57	31.8
East: SH-44 Bypass											
1	L2	8	2.0	0.373	7.6	LOS A	2.4	61.7	0.67	0.57	46.7
6	T1	800	2.0	0.373	6.9	LOS A	2.7	67.3	0.66	0.54	47.1
16	R2	42	2.0	0.373	6.3	LOS A	2.7	67.3	0.65	0.51	46.6
Approach		851	2.0	0.373	6.9	LOS A	2.7	67.3	0.66	0.54	47.1
North: Emmett Road											
7	L2	51	2.0	0.052	4.1	LOS A	0.2	5.6	0.55	0.44	32.8
4	T1	1	2.0	0.052	4.1	LOS A	0.2	5.6	0.55	0.44	30.4
14	R2	22	2.0	0.030	5.3	LOS A	0.1	2.9	0.56	0.46	30.9
Approach		73	2.0	0.052	4.5	LOS A	0.2	5.6	0.55	0.45	32.4
West: SH-44 Bypass											
5	L2	497	2.0	0.647	10.7	LOS B	5.9	150.4	0.34	0.16	36.0
2	T1	1290	2.0	0.647	10.3	LOS B	5.9	151.0	0.33	0.15	45.4
12	R2	8	2.0	0.647	10.2	LOS B	5.9	151.0	0.33	0.15	37.1
Approach		1795	2.0	0.647	10.4	LOS B	5.9	151.0	0.33	0.15	43.6
All Vehicles		2728	2.0	0.647	9.2	LOS A	5.9	151.0	0.44	0.28	44.3

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 102 [2045 Build PM - SH-44 Alternate Route/Cemetery Road]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Cemetery Road											
3	L2	20	2.0	0.057	5.3	LOS A	0.2	5.2	0.58	0.54	33.1
8	T1	4	2.0	0.057	5.3	LOS A	0.2	5.2	0.58	0.54	30.9
18	R2	20	2.0	0.057	5.3	LOS A	0.2	5.2	0.58	0.54	32.4
Approach		43	2.0	0.057	5.3	LOS A	0.2	5.2	0.58	0.54	32.6
East: SH-44 Bypass											
1	L2	24	2.0	0.338	5.9	LOS A	2.1	52.8	0.37	0.21	46.9
6	T1	847	2.0	0.338	5.6	LOS A	2.1	53.9	0.36	0.20	49.9
16	R2	84	2.0	0.338	5.3	LOS A	2.1	53.9	0.35	0.19	46.6
Approach		955	2.0	0.338	5.5	LOS A	2.1	53.9	0.36	0.20	49.7
North: Cemetery Road											
7	L2	38	2.0	0.098	5.1	LOS A	0.3	8.7	0.51	0.47	33.0
4	T1	8	2.0	0.098	5.1	LOS A	0.3	8.7	0.51	0.47	31.0
14	R2	38	2.0	0.098	5.1	LOS A	0.3	8.7	0.51	0.47	32.6
Approach		85	2.0	0.098	5.1	LOS A	0.3	8.7	0.51	0.47	32.7
West: SH-44 Bypass											
5	L2	124	2.0	0.446	6.9	LOS A	3.3	83.7	0.29	0.13	46.5
2	T1	1174	2.0	0.446	6.5	LOS A	3.3	84.7	0.28	0.13	49.5
12	R2	34	2.0	0.446	6.3	LOS A	3.3	84.7	0.27	0.12	46.6
Approach		1332	2.0	0.446	6.6	LOS A	3.3	84.7	0.28	0.13	49.2
All Vehicles		2414	2.0	0.446	6.1	LOS A	3.3	84.7	0.33	0.18	48.5

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

MOVEMENT SUMMARY

Site: 104 [2045 Build PM - SH-44 Alternate Route/N. Middleton Road]

Roundabout

Movement Performance - Vehicles											
Mov ID	OD Mov	Demand Flows Total veh/h	HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate per veh	Average Speed mph
South: Emmett Road											
3	L2	291	2.0	0.666	22.6	LOS C	5.7	145.3	0.90	1.15	29.1
8	T1	132	2.0	0.666	20.3	LOS C	6.5	165.6	0.91	1.16	25.8
18	R2	397	2.0	0.666	18.1	LOS B	6.5	165.6	0.92	1.17	26.2
Approach		820	2.0	0.666	20.0	LOS C	6.5	165.6	0.91	1.16	27.6
East: SH-44 Bypass											
1	L2	287	2.0	0.546	12.0	LOS B	4.5	115.3	0.75	0.84	35.1
6	T1	494	2.0	0.546	11.1	LOS B	4.8	120.8	0.75	0.81	44.4
16	R2	225	2.0	0.546	10.6	LOS B	4.8	120.8	0.75	0.79	36.8
Approach		1005	2.0	0.546	11.3	LOS B	4.8	120.8	0.75	0.81	41.1
North: Emmett Road											
7	L2	232	2.0	0.393	9.0	LOS A	2.4	60.3	0.76	0.80	29.3
4	T1	99	2.0	0.393	9.0	LOS A	2.4	60.3	0.76	0.80	29.1
14	R2	169	2.0	0.269	9.2	LOS A	1.3	32.3	0.71	0.71	32.0
Approach		500	2.0	0.393	9.0	LOS A	2.4	60.3	0.74	0.77	30.5
West: SH-44 Bypass											
5	L2	259	2.0	0.735	18.6	LOS B	10.7	271.4	0.89	1.10	40.8
2	T1	778	2.0	0.735	17.5	LOS B	11.4	290.2	0.89	1.07	41.8
12	R2	328	2.0	0.735	16.5	LOS B	11.4	290.2	0.89	1.05	41.9
Approach		1365	2.0	0.735	17.5	LOS B	11.4	290.2	0.89	1.07	41.6
All Vehicles		3690	2.0	0.735	15.2	LOS B	11.4	290.2	0.84	0.98	36.6

Site Level of Service (LOS) Method: Delay (SIDRA). Site LOS Method is specified in the Parameter Settings dialog (Site tab).
Roundabout LOS Method: Same as Signalised Intersections.
Vehicle movement LOS values are based on average delay per movement.
Intersection and Approach LOS values are based on average delay for all vehicle movements.
Roundabout Capacity Model: SIDRA Standard.
HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.
Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).
HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

Appendix E Build Intersection Lane Configurations

2045 Build

Table 1. 2045 Build intersection lane configurations – Conventional intersections

Int. No.	Intersection Name	Northbound Approach Lanes			Southbound Approach Lanes			Eastbound Approach Lanes			Westbound Approach Lanes		
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
1	Old Highway 30/SH-44	1	1	Shrd	1	1	Shrd	1	2	1	1	2	1
2	Stone Lane/SH-44	None			Shrd	-	Shrd	1	2	-	-	2	1
3	River Road/SH-44	1	-	1	None			-	2	1	1	2	-
4	Freezeout Road/SH-44	None			1	-	1	1	2	-	-	2	1
5	Channel Road/SH-44	1	-	1	None			-	2	1	1	2	-
6	Canyon Lane/SH-44	None			1	-	1	1	2	-	-	2	1
100	SH-44 Alt. Route (West)/ Main Street	None			-	-	1	1	2	-	-	2	1
101	Emmett Road/SH-44 Alt. Route (Roundabout)	Shrd	1	Shrd	Shrd	1	1	Shrd	2	Shrd	Shrd	2	Shrd
102	Cemetery Rd/SH-44 Alt. Route (Roundabout)	Shrd	1	Shrd	Shrd	1	Shrd	Shrd	2	Shrd	Shrd	2	Shrd
103	Crane Creek Way/SH-44 Alt. Route	-	-	1	-	-	1	-	2	1	-	2	1
104	N. Middleton Road/SH-44 Alt. Route (Roundabout)	Shrd	2	Shrd	Shrd	2	Shrd	Shrd	2	Shrd	Shrd	2	Shrd
105	SH-44 Alt. Route (East)/ Main Street	None			-	-	1	1	2	-	-	2	1
14	Duff Lane/SH-44	-	-	1	-	-	1	1	2	1	1	2	1
15	Lansing Lane/SH-44	-	-	1	-	-	1	1	2	1	1	2	1
16	Kingsbury Road/SH-44	None			1	-	1	1	2	-	-	2	1
17	Blessinger Road/SH-44	-	-	1	-	-	1	1	2	1	1	2	1
18	Can Ada Road/SH-44	None			-	-	1	1	2	-	-	2	1
19	Highbrook Way/SH-44	1	-	1	None			-	2	1	1	2	-
20	Star Road/SH-44*	2	1	1	1	1	1	1	1 thru / 1 thru+rt	1	2	2	1
21	Plummer Road/SH-44	1	1	1	2	1	Shrd	1	2	1	1	2	1
22	SH-16/SH-44*	2	2	1	2	2	1	2	2	1	2	2	1
23	Palmer Lane/SH-44*	1	1	1	1	1	1	1	2	1	1	2	1
24	Moon Valley Road/SH-44	-	-	1	-	-	1	-	2	1	-	2	1
25	Linder Road/SH-44*	2	1 thru / 1 thru+rt	1	2	3	1	2	1 thru / 1 thru+rt	1	2	2	1
26	Park Lane/SH-44	1	1	1	1	1	1	1	2	1	1	2	1
27	Fisher Park Way/SH-44	1	1	Shrd	1	1	1	1	2	1	1	2	1
28	W. State Street/SH-44	1	1	Shrd	1	1	1	1	2	1	1	2	1

*Maximum conventional intersection lane configuration shown; innovative intersection is required