3/17/2022

Priya Acharya, P.E.
Wier & Associates, Inc
2201 E. Lamar Blvd., Ste. 200 E
Arlington, Texas 76006

PROJECT: TIA22-0010; Mixed Use Development – YOLO First Addition – Lots 1 & 2
SUBJECT: Traffic Impact Analysis Approval Letter

The **Mixed Use Development – YOLO First Addition – Lots 1 & 2 (TIA22-0010)** has been reviewed and approved by the City of Denton Development Services Department. The approved reports have been stamped and uploaded to the Approved Plans folder in the (TIA22-0010) eTRAKiT attachments.

Minor amendments to this TIA may be authorized by the Director of Capital Projects. Major deviations will require submittal of a new TIA for review and approval by the Development Assistance Team.

Your next milestones in the development review process is to obtain approval of a Civil Engineering Plan (CEP) application. Following approval of a CEP application, you must obtain approval of a Final Plat in order to complete the development review process. Future development application submittals should be made via the city's Community Development portal. Plat and Civil Engineering Plan applications are accepted twice monthly, in accordance with the Plat Review and CEP Review Submittal Schedules.

Building Permit application will be accepted at any point in the development review process; however, it is recommended that permit application be withheld until receipt of CEP first review comments. Building Permit release will occur upon completion of a pre-construction meeting and all required development review applications/permits, inspections, and fee payments.

I will be your Development Project Facilitator throughout this process and will serve as your liaison to the staff Development Assistance Team. Please feel free to contact me at (940) 349-8941 or Michelle.Reynolds@cityofdenton.com if you have any questions or concerns.

Your feedback is valuable in helping improve our service. Please take a few minutes to fill out a survey to let us know how we can continue to improve the City's development process. You can access the survey here.

Sincerely,

Michelle Reynolds
Development Project Facilitator
City of Denton Development Services

Teasley Lane Development Alternative Trip Generations

Scenario A - Denton Teasely - Residential Trip Generation (ITE Trip Generation Manual, 11th Edition)

ITE #	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
221	Multifamily Housing (Mid-Rise) (4 Stories)	95 Units	407	30	7	23	37	23	14

Scenario B - Denton Teasely - Commercial Trip Generation (ITE Trip Generation Manual, 11th Edition)

ITE #	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
822	Strip Retail Plaza (<40KSF)	10,000 SF	652	29	17	12	78	39	39
932	High-Turnover (Sit-Down) Restaurant	8,600 SF	922	82	45	37	78	48	30
	Total:	18,600 SF	**1,574**	**111**	**62**	**49**	**156**	**87**	**69**
	Internal Capture (AM = 5%, PM = 29%):		--	6	3	3	46	23	23
	Trips to Site:		**--**	**105**	**59**	**46**	**110**	**64**	**46**
	Pass-by Trips (AM = 0%, PM = 35%):		--	0	0	0	39	20	20
	New Trips to Site:		**--**	**105**	**59**	**46**	**71**	**45**	**27**

Scenario C - Denton Teasely - Commercial Trip Generation (ITE Trip Generation Manual, 11th Edition)

ITE #	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
710	General Office	20,000 SF	287	42	37	5	44	7	37
932	High-Turnover (Sit-Down) Restaurant	8,600 SF	922	82	45	37	78	48	30
	Total:	28,600 SF	**1,209**	**124**	**82**	**42**	**122**	**55**	**67**
	Internal Capture (AM = 13%, PM = 3%):		--	16	8	8	4	2	2
	Trips to Site:		**--**	**108**	**74**	**34**	**118**	**53**	**65**
	Pass-by Trips (AM = 0%, PM = 28%):		--	0	0	0	33	17	17
	New Trips to Site:		**--**	**108**	**74**	**34**	**85**	**37**	**49**

Traffic Impact Analysis

Teasley Lane Mixed-Use Development
Denton, Texas

DAT Approval

Development Services Department based upon recommendation from HR Green. All responsibility for the adequacy of these plans and for compliance with City of Denton specifications, standards, and codes remain with the engineer who prepared them. Review and approval of these plans by the City does not remove this responsibility. Deficiencies discovered prior to the final acceptance of public improvements will need to be corrected prior to Final Acceptance of the improvements.
03/17/2022

February 25, 2022

Prepared for:
Ms. Priya Acharya, P.E.
Wier & Associates, Inc.
2001 E. Lamar Boulevard, Suite 200E
Arlington, TX 76006

Prepared By:
Christy Lambeth, P.E., PTOE
Lambeth Engineering Associates, PLLC
8637 CR 148, Kaufman, TX 75142 | 972.989.3256
Texas Registered Engineering Firm# F-19508
Project #007DEN

LAMBETH ENGINEERING

STATE OF TEXAS
CHRISTY H. LAMBETH
91036
LICENSED
PROFESSIONAL ENGINEER

Christy Lambeth
February 25, 2022

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LIST OF EXHIBITS

LIST OF TABLES

EXECUTIVE SUMMARY

Lambeth Engineering Associates, PLLC, conducted a traffic impact analysis for the proposed mixed-use development located on the west side of Teasley Lane (FM 2181), north of the Teasley Lane/Hickory Creek Road intersection in Denton, Texas. This TIA was conducted to support site plan approval.

The project is planned to be completed in 2023 and is planned to contain 95 multifamily residential units, an automated car wash, and a bagel shop.

This study evaluated the impact that the proposed development will have on the surrounding roadway network and provides recommended mitigation measures needed to maintain acceptable roadway conditions.

The following roadway intersections were studied in this analysis:

- Teasley Lane at Lexington Medical Park Driveway (unsignalized)
- Teasley Lane at Jordan Lane/Driveway 1 (unsignalized)
- Teasley Lane at Sprouts Northern Driveway (unsignalized)
- Teasley Lane at Hickory Creek Road (unsignalized)
- Hickory Creek Road at Sprouts Eastern Driveway (unsignalized)
- Hickory Creek Road at Sprouts Western Driveway (unsignalized)
- Hickory Creek Road at Teasley Lane (signalized)
- Hickory Creek Road at Barrell Strap Road (FM 2499) (signalized)

A 2% annual growth rate was applied to the existing traffic volumes to project future background volumes. The following study scenarios were analyzed during the weekday AM and PM peak hours.

- 2021 Existing (with roadway geometry during traffic counts)
- 2023 Background (adjusted for COVD and re-routed for planned roadway improvements)
- 2023 Background-Plus-Site (with planned roadway improvements)
- 2028 Background (with planned roadway improvements)
- 2028 Background-Plus-Site (with planned roadway improvements)

After taking into consideration internal trips, the site is projected to generate 221 trips in the AM peak hour (105 inbound and 116 outbound) and 189 trips during the PM peak hour (100 inbound and 89 outbound). The projected weekday total (inbound and outbound) is 1,720 trips.

This study evaluated the impact that the proposed development will have on the surrounding roadway network and determines if mitigation measures are needed to maintain acceptable roadway conditions. Below is a summary of findings from the analyses presented in this report.

- The roadway intersections are shown to operate with an overall LOS D or better considering existing, background, and background-plus-site traffic volumes, with the currently planned, and under construction, roadway improvements.
- The roadway links adjacent to the site are shown to operate at LOS A/B with the planned roadway improvements.

- No additional deceleration lanes are recommended beyond those that are existing and currently planned to be constructed with the roadway improvements.
- City of Denton and AASHTO's desirable sight-distance requirements are satisfied at all driveways.
- All driveways satisfy City of Denton's driveway spacing criteria. TxDOT's driveway spacing criteria are not met, however the access roads are existing access points and the City's requirements are satisfied.

This analysis shows that the proposed development is not expected to have a significant impact on the surrounding roadway network and no mitigations are needed to maintain LOS D or better.

INTRODUCTION

Purpose

The services of Lambeth Engineering Associates, PLLC, (herein Lambeth) were retained to conduct a traffic impact analysis (TIA) for a proposed mixed-use development on Teasley Lane (FM 2181) in Denton, Texas. The purpose of this study is to project the anticipated traffic that will be generated by the proposed development, determine the impact it will have on the surrounding roadway network, and determine recommended mitigation measures needed to maintain acceptable roadway conditions. This TIA is being conducted to support site plan approval.

Project Description

The project site is located on the west side of Teasley Lane, north of the Teasley Lane/Hickory Creek Road intersection, north of Sprouts. The site is currently vacant.

The project is projected to be completed in 2023 and will contain multifamily residential, an automated car wash, and a bagel shop. The development program is presented in **Table 1**.

Table 1. Development Program

Lot	Use	Quantity
1	Automated Car Wash - 1 Tunnel	4,553 SF
2	Coffee/Donut Shop with Drive-Through Window	2,460 SF
3	Multifamily, Midrise (4 Stories)	95 Units

A vicinity map is shown in **Exhibit 1**. The site plan for the multifamily and car wash development is shown in **Exhibit 2**. The bagel shop site plan is shown in **Exhibit 3**.

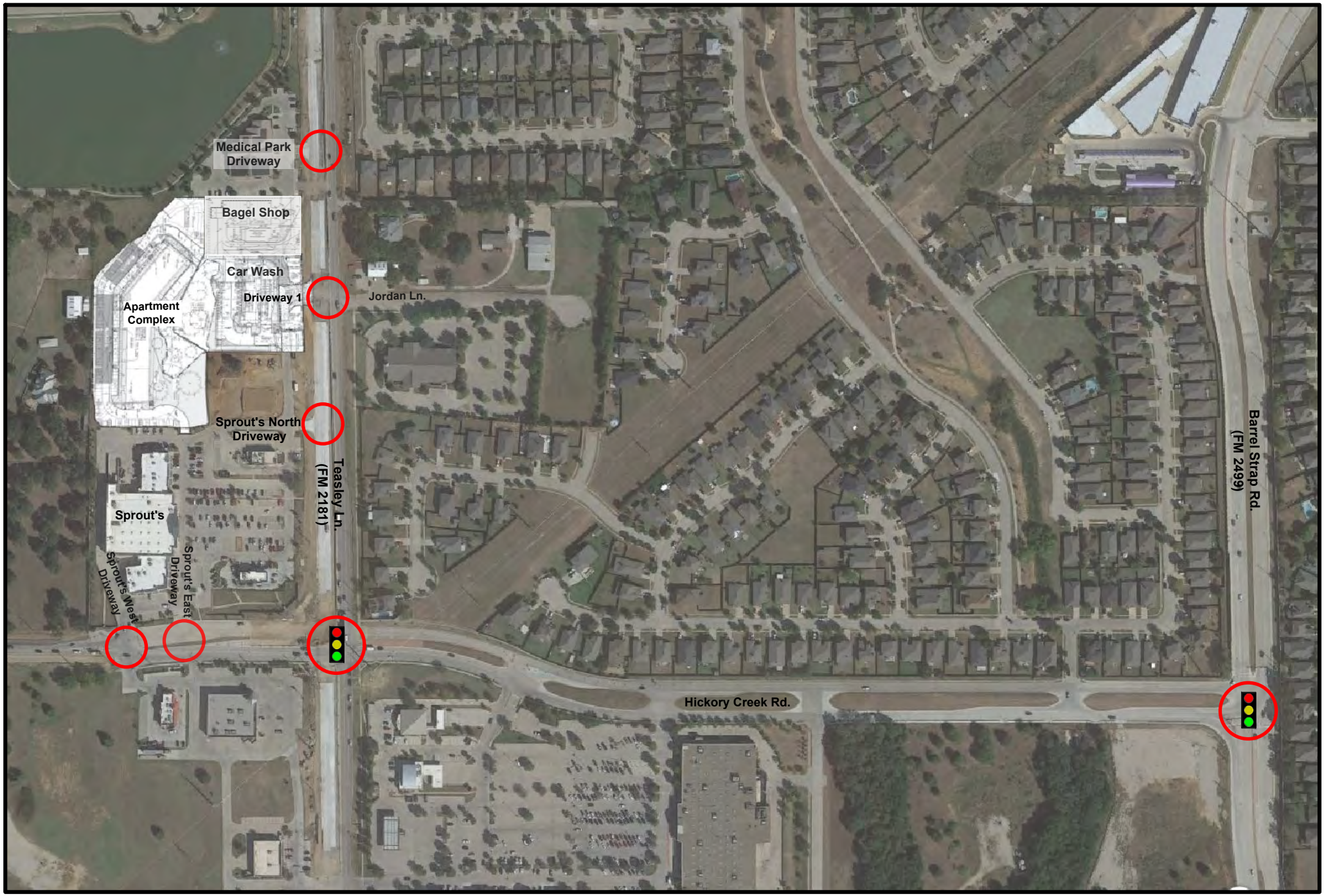


Exhibit 1. Vicinity Map

LAMBETH ENGINEERING
TEXAS REGISTERED ENGINEERING FIRM F-19508

Map Obtained from Google Earth 06.02.21

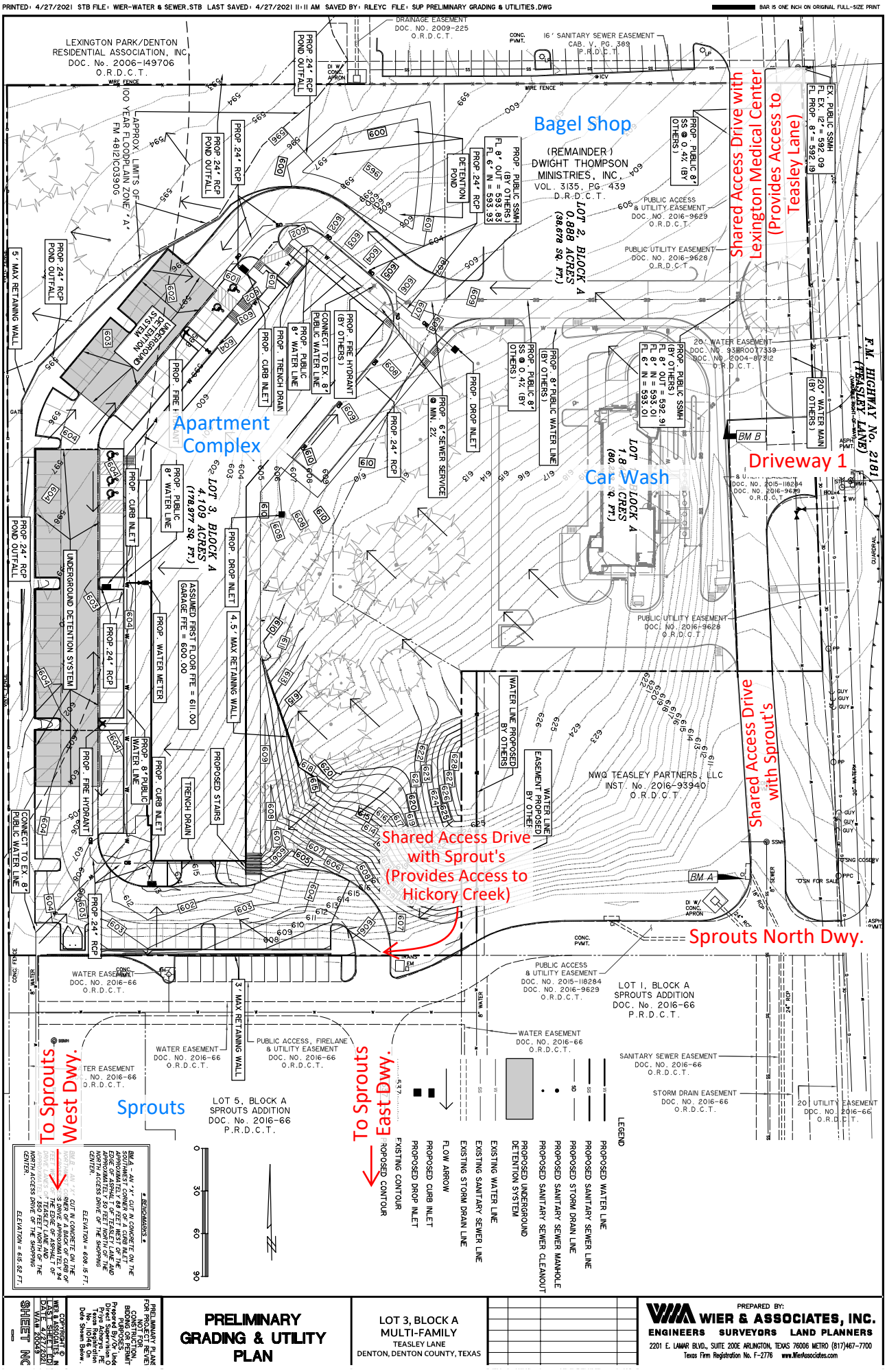
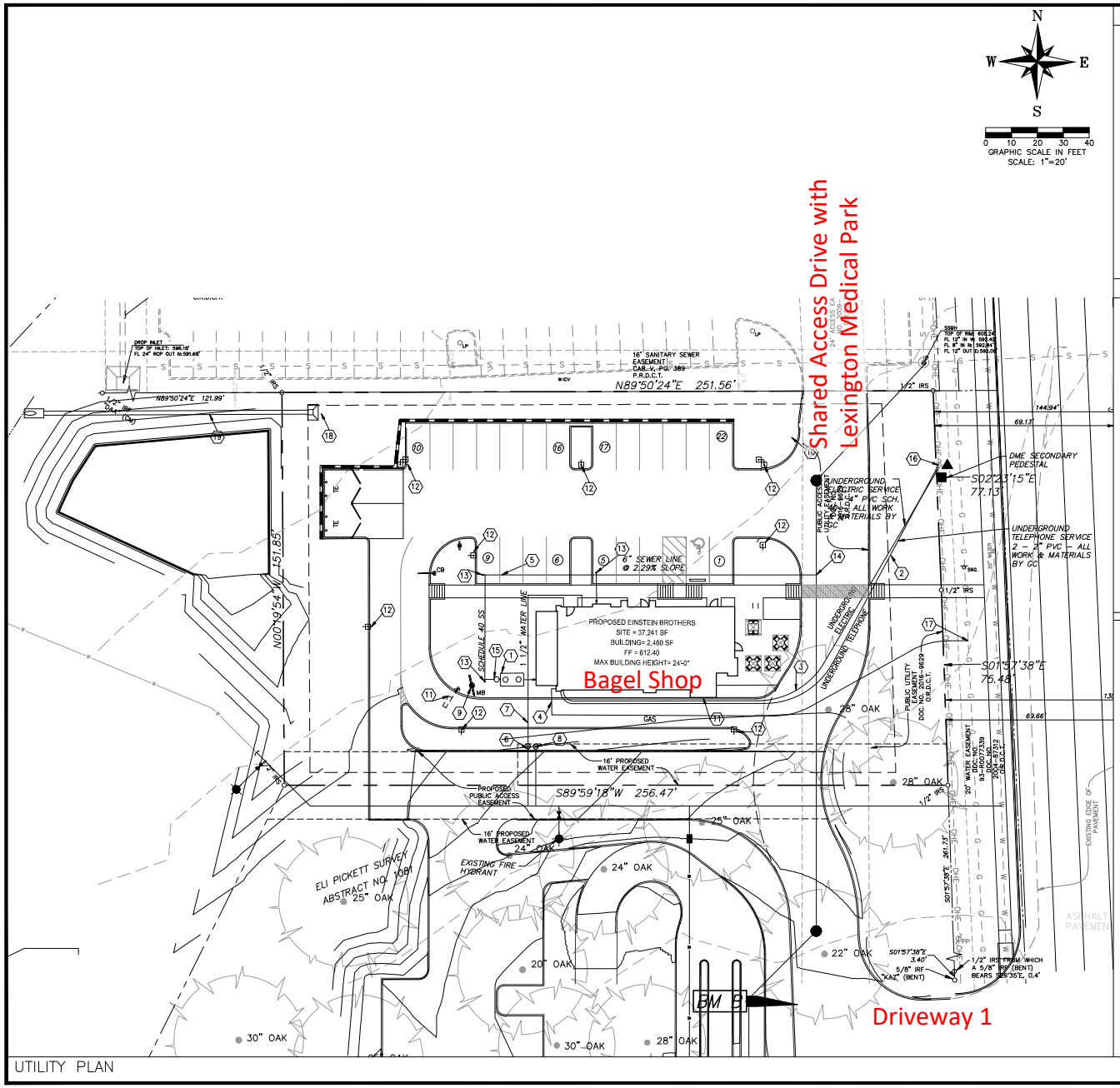


Exhibit 2. Site Plan



UTILITY PLAN NOTES

1. ALL FILL, COMPACTION, AND BACKFILL MATERIALS REQUIRED FOR UTILITY INSTALLATIONS SHALL BE AS PER THE RECOMMENDATIONS PROVIDED IN THE GEOTECHNICAL REPORT AND SHALL BE COORDINATED WITH THE APPLICABLE UTILITY COMPANY SPECIFICATIONS. COMPACTION SHALL BE FORMED IN 8 INCH LOOSE LIFTS COMPACTED TO 95% STANDARD PROCTOR MAXIMUM DRY DENSITY.

2. IT IS THE CONTRACTORS RESPONSIBILITY TO PROVIDE PROPER SHORING AND TRENCH PROTECTION IN ACCORDANCE WITH ALL STATE AND LOCAL SAFETY CODES AND ORDINANCES.

3. THE INTENT OF THIS PLAN IS A COMPLETED JOB. ANY MATERIALS OR WORK NOT SPECIFICALLY LISTED AS A PAY ITEM IS CONSIDERED TO BE INCIDENTAL AND IS TO BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS FOR PAYMENT. THE CONTRACTOR SHALL, UPON REVIEW OF THE PLANS, AND PRIOR TO SUBMITTING THE BID NOTIFY THE ENGINEER AND OWNER OF ANY SPECIFIC NON-PAY ITEM TO BE BID.

4. VERIFY SIZE OF WATER LINE AND SPECIFIC METERING REQUIREMENTS WITH BOTH CITY & COUNTY AND LOCAL UTILITY COMPANY. NOTE: A MIN. OF 42" COVER IS REQUIRED.

5. MINIMUM 4" SANITARY SEWER. VERIFY MATERIAL AND CONNECTION REQUIREMENTS WITH BOTH CITY & COUNTY AND OR LOCAL SEWER JURISDICTION PRIOR TO CONSTRUCTION.

6. CONTRACTOR SHALL COORDINATE ANY DISRUPTIONS TO EXISTING UTILITY SERVICES WITH ADJACENT PROPERTY OWNERS.

7. ALL UTILITY DISCONNECTIONS SHALL BE COORDINATED WITH THE DESIGNATED UTILITY COMPANIES.

8. CONSTRUCTION SHALL NOT START ON ANY PUBLIC UTILITY SYSTEM UNTIL WRITTEN APPROVAL HAS BEEN RECEIVED FROM THE APPROPRIATE GOVERNING AUTHORITY.

9. PRIOR TO THE CONSTRUCTION OF OR CONNECTION TO ANY STORM DRAIN, SANITARY SEWER, WATER MAIN OR ANY OF THE DRY UTILITIES, THE CONTRACTOR SHALL EXCAVATE, VERIFY AND CALCULATE ALL POINTS OF CONNECTION AND ALL UTILITY CROSSINGS AND INFORM THE OWNER/DEVELOPER OF ANY CONFLICT OR REQUIRED DEVIATIONS FROM THE PLAN. NOTIFICATION SHALL BE MADE A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION. OWNER /DEVELOPER AND ENGINEER SHALL BE HELD HARMLESS IN THE EVENT THAT THE CONTRACTOR FAILS TO MAKE SUCH NOTIFICATION.

LEGEND

GAS	PROP. GAS LINE
G	EX. GAS LINE
UNDERGROUND TELEPHONE	PROP. UNDERGROUND TELEPHONE LINE
OHT	EX. OVERHEAD TELEPHONE LINE
UNDERGROUND ELECTRIC	PROP. OVERHEAD ELECTRIC LINE
OHE	EX. OVERHEAD ELECTRIC LINE
1 1/2" WATER	PROP. WATER LINE
8"W	EX. WATER LINE
4" SEWER	PROP. SANITARY SEWER
8"SS	EX. SANITARY SEWER
18" STORM DRAIN	PROP STORM DRAIN
	EX. STORM DRAIN
SSMH	EX. SANITARY SEWER MANHOLE
	SITE LIGHT FIXTURE
WM	EX. WATER METER
WV	EX. WATER VALVE
PP	EX. POWER POLE

KEYNOTES

1. MIN. 1000 GA. GREASE INTERCEPTOR PER LOCAL CODE REQUIREMENTS. REFER TO MEP PLAN FOR FL IN & FL OUT ELEVS AND DETAILS
2. G.C. TO VERIFY TELEPHONE SERVICE AND CONNECTION REQUIREMENTS WITH PHONE COMPANY.
3. BURIED ELECTRICAL SERVICE FROM GROUND MOUNTED TRANSFORMER TO BUILDING AS PER LOCAL UTILITY CO. REQUIREMENTS.
4. NEW GAS SERIVCE LINE & METER PER GAS COMPANY.
5. INSTALL 6" SANITARY SEWER SERVICE. SERVICE SHALL BE CONSTRUCTED OF SCHEDULE 40 PVC.
6. CONNECT NEW 1" METER TO CORPORATION STOP FOR DOMESTIC SERVICE. INSTALL 1" TO 1 1/2" ENLARGER FOR DOMESTIC SERVICE LINE. TAPS AND METERS BY G.C.
7. INSTALL 87 LF OF 1 1/2" WATER LINE. ALL WORK AND MATERIALS BY G.C.
8. CONNECT NEW 1" METER TO CORPORATION STOP FOR IRRIGATION SERVICE. TAPS AND METERS BY G.C.
9. MENU BOARD AND SPEAKER POST W/UNDERGROUND ELEC. RE: SITE ELECTRICAL PLAN
10. PROPOSED PYLON SIGN W/UNDERGROUND ELEC. SERVICE RE: SITE ELECTRICAL PLAN.
11. SENSOR LOOP W/UNDERGROUND ELEC. SERVICE. RE: SITE ELECTRICAL PLAN
12. SITE LIGHT(S) W/UNDERGROUND ELEC. SERVICE. RE: SITE ELECTRICAL PLAN
13. INSTALL SANITARY SEWER CLEANOUT(S)
14. CONNECT TO EX. SANITARY SEWER SEVICE. EX. 8" FL= 594.50, 6" FL= 594.58 PLUMBING CONTRACTOR SHALL VERIFY DEPTH OF CONNECTION PRIOR TO PLACEMENT OF ANY LINES.
15. INSTALL SANITARY SEWER OBSERVATION WELL PER DETAIL 14:10.1
16. DENTON MUNICIPAL ELECTRIC POLE MOUNTED TRANSFORMER
17. CONNECT TO EXISTING GAS LINE
18. PROPOSED 2'X2' DROP INLET WITH RESTRICTOR PLATE PER CITY OF DENTON STANDARD DETAILS
19. PROPOSED 101 LF OF 18" HDPE STORM DRAIN PIPE AT 1.42% SLOPE. INSTALL SLOPED END HEADWALL.

CITY PROJECT #: ZCP21-0015

UTILITY PLAN

SCALE 1" = 20'

1668 Keller Parkway, Suite 100
Keller, Tx 76248
Phone: (817) 874-2941 or (817) 201-4477
www.dcgengineering.com
Engineering Firm Registration Number F-21947

PRELIMINARY FOR REVIEW ONLY
Not for Construction or Permit Purposes
Engineer DAVID C. GREGORY
P.E. No. 85296 Date 5/4/21

DCG JOB NO. 201-26

SIGN RELOCATION	
CONTRACT DATE:	--
BUILDING TYPE:	--
PLAN VERSION:	--
SITE NUMBER:	--
STORE NUMBER:	--

EINSTEIN BROTHERS BAGELS

TEASLEY LANE AND GARRETT
DENTON, TX

EINSTEIN BROTHERS BAGELS

UTILITY PLAN

C8

PLOT DATE: 5/4/21

Exhibit 3. Site Plan - Bagel Shop

Study Parameters

This TIA considered the following study parameters that were reviewed and approved by the City of Denton at the onset of this TIA.

Study Scenarios

The following scenarios were studied in this analysis:

- Roadway Intersections: Weekday AM and PM peak hours of adjacent street traffic
- Roadway Links: Weekday AM and PM peak hours of adjacent street traffic
    - 2021 Existing (with roadway geometry during traffic counts)
    - 2023 Background (adjusted for COVD and re-routed for planned roadway improvements)
    - 2023 Background-Plus-Site (with planned roadway improvements)
    - 2028 Background (with planned roadway improvements)
    - 2028 Background-Plus-Site (with planned roadway improvements)

Study Area

The following roadway intersections were studied in this analysis:

- Teasley Lane at Lexington Medical Park Driveway (unsignalized)
- Teasley Lane at Jordan Lane/Driveway 1 (unsignalized)
- Teasley Lane at Sprouts Northern Driveway (unsignalized)
- Teasley Lane at Hickory Creek Road (unsignalized)
- Hickory Creek Road at Sprouts Eastern Driveway (unsignalized)
- Hickory Creek Road at Sprouts Western Driveway (unsignalized)
- Hickory Creek Road at Teasley Lane (signalized)
- Hickory Creek Road at Barrell Strap Road (signalized)

Roadway Network

Roadway Descriptions

The project includes the following roadways:

- Teasley Lane (FM 2181)
    - Existing Cross Section: Six-lane, undivided roadway
    - Speed Limit: 45 MPH
    - Thoroughfare Plan Designation: Primary Arterial
    - Teasley lane is currently under construction to be widened to a six-lane, divided roadway. The improvements are planned to be in place prior to site buildout in 2023.
- Hickory Creek Road
    - Existing Cross Section: Two-lane, undivided roadway west of Teasley Lane; Four-lane, divided roadway east of Teasley Lane
    - Speed Limit: 30 MPH west of Teasley Lane; 35 MPH east of Teasley Lane
    - Thoroughfare Plan Designation: Primary Arterial
- Barrel Strap Road (FM 2499)
    - Existing Cross Section: Six-lane, divided roadway
    - Speed Limit: 45 MPH
    - Thoroughfare Plan Designation: Primary Arterial

- Jordan Lane
  - Existing Cross Section: Two-lane, undivided roadway
  - Speed Limit: Not posted (assume 30 MPH for TIA)
  - Thoroughfare Plan Designation: Local Roadway

A summary of the roadway geometry before widening Teasley Lane is shown in **Exhibit 4.**

The current roadway geometry while under construction when counts were collected, and the future planned roadway geometry used in this analysis is shown in **Exhibit 5**.

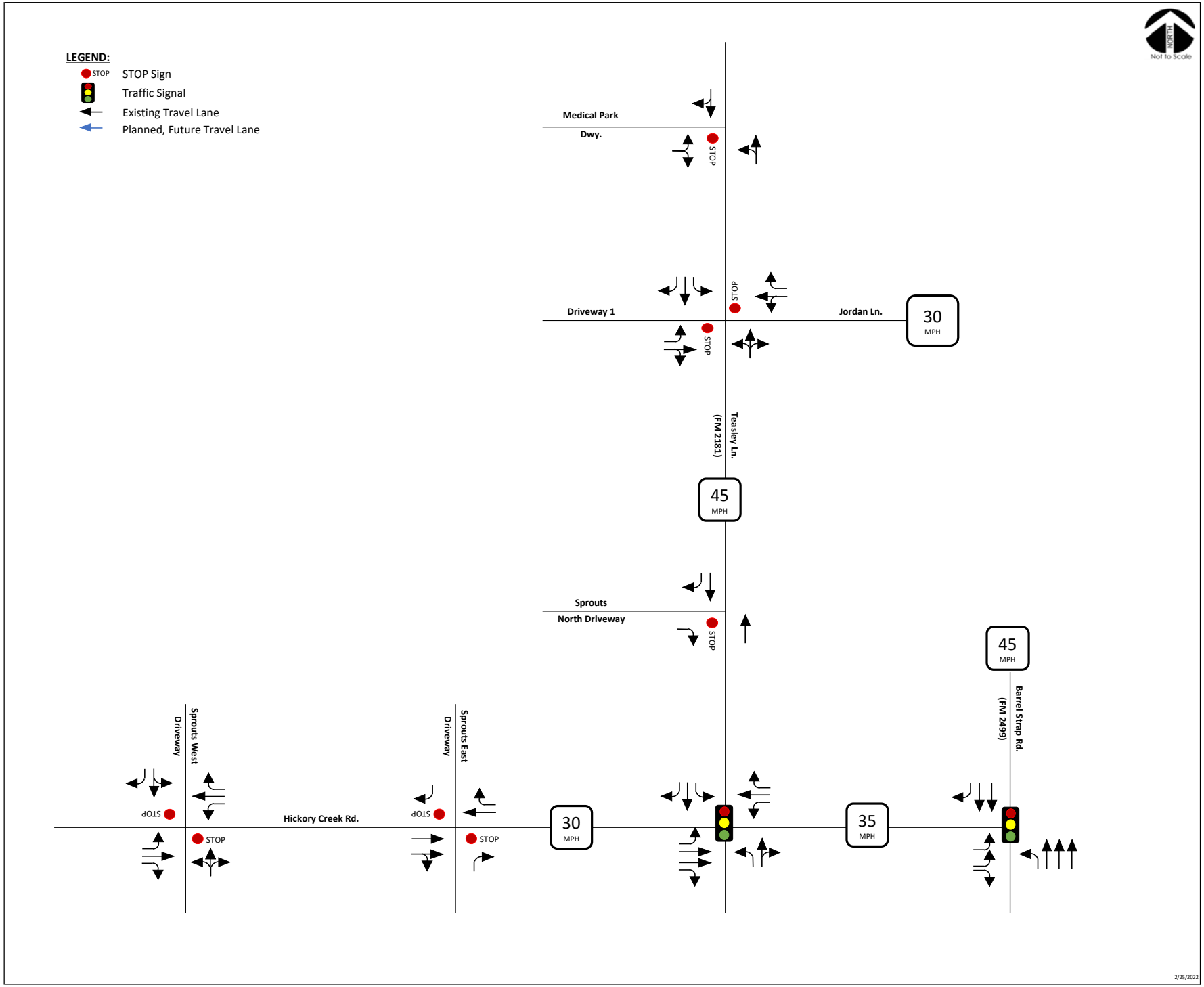


Exhibit 4. Roadway Geometry - Pre-Construction

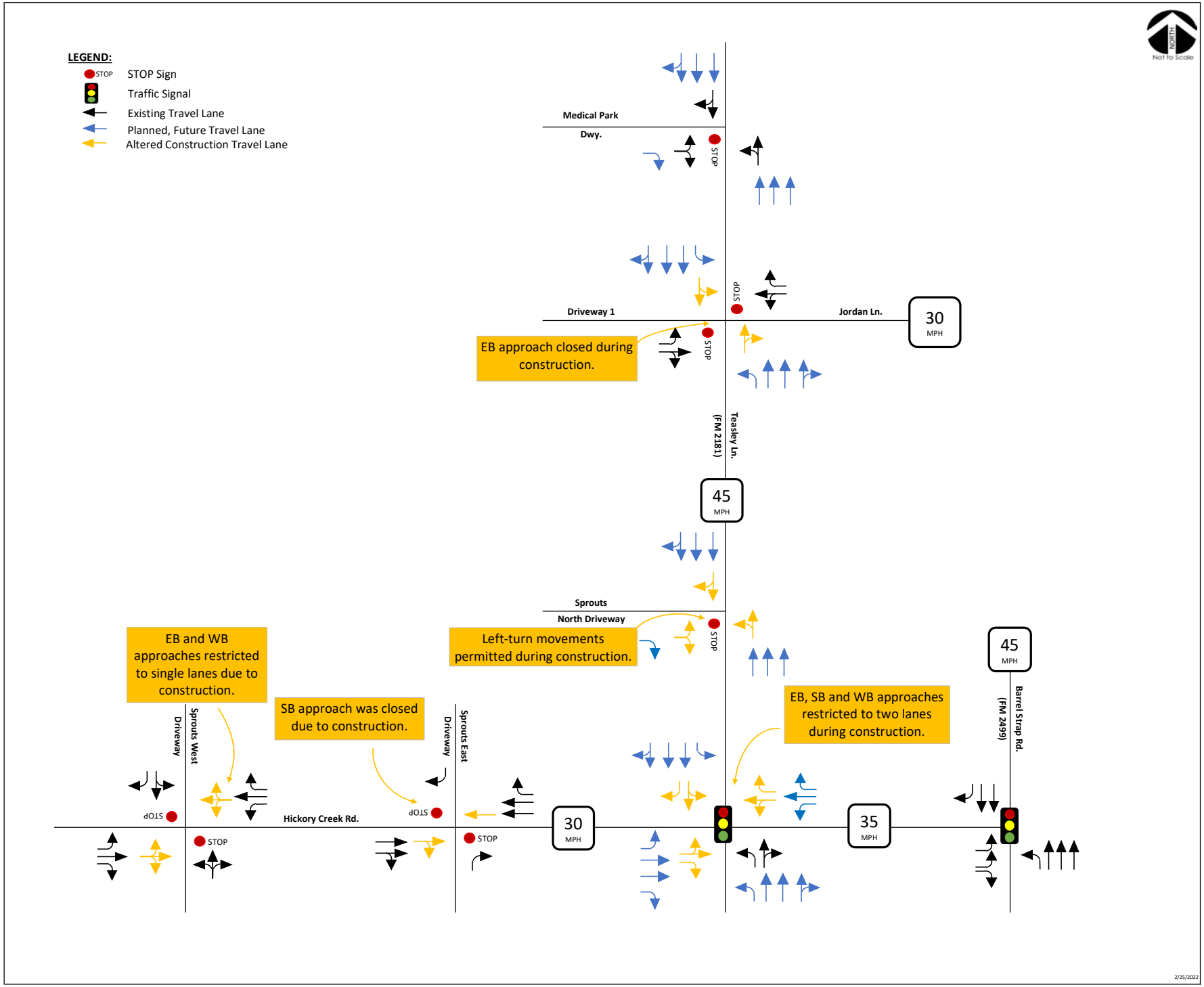


Exhibit 5. Roadway Geometry - Current and Planned

TRAFFIC VOLUMES

Existing Traffic Volumes

Intersection turning-movement volumes and roadway link traffic volumes were collected on Wednesday, November 3, 2021 from 7:00 to 9:00 AM and from 4:00 to 6:00 PM. Year 2021 traffic volumes are illustrated in **Exhibit 6**. Detailed data sheets are provided in the **Appendix**.

Traffic volumes could be lower in 2021 than in typical years due to COVID-19 and, for this project, due to road construction. Therefore, year 2019 traffic volumes were obtained for Teasley Lane and compared to determine typical year 2021 traffic volumes. The 2021 traffic volumes were adjusted by growing 50% during the AM peak hour (COVID factor of 1.5) and 10% during the PM peak hour (COVID factor of 1.1) to represent typical traffic volumes. Traffic volumes to/from driveways were grown by 10% (COVID factor of 1.1). The adjusted traffic volumes are summarized in **Exhibit 7**.

The site driveways are all existing driveways. Some were closed during traffic counts while others will have changed access permitted with future roadway geometry. Traffic volumes were re-routed to represent future roadway plans and re-opening of driveways. The re-routed traffic volumes are summarized in **Exhibit 8** and account for the following changes:

- The eastern Sprouts driveway was closed when traffic counts were collected. Majority of the traffic volumes from the western Sprouts driveway were re-routed to the eastern Sprouts driveway.
- The Medical Park driveway had full access during counts and will be right-in/right-out only after roadway improvements. Existing left-turns out of the site were re-routed to turn right onto Teasley Lane then make a U-turn at Jordan Lane. Existing left-turns into the site were re-routed to Driveway 1, across from Jordan Lane.
- Driveway 1, across from Jordan Lane was closed during counts. Left-turns into the medical plaza and northern Sprouts driveway and left-turns out of the northern Sprouts driveway were moved to Driveway 1.
- The northern Sprouts driveway had full access during counts and will be right-in/right-out only after construction. Left-turning traffic volumes were re-routed to Driveway 1, across from Jordan Lane.

Background (No-Build) Traffic Volumes

Historical traffic volume data were obtained from TxDOT's online traffic counts[1], which show decreasing or low growth in the area. To be conservative, a 2% annual growth rate was used for this analysis. Traffic forecasts were developed for the year 2023 no-build scenario by applying the 2% annual growth rate to the existing traffic volumes. The resulting year 2023 background (no-build) volumes are illustrated in **Exhibit 9**. The TxDOT historical volumes are provided in the **Appendix**.

A five-year horizon scenario was also considered. Year 2028 background (no-build) volumes were determined by increasing the background traffic using the 2% annual growth rate. The 2028 volumes are shown in **Exhibit 10**.

[1] Texas Department of Transportation Planning and Programming Division's Statewide Traffic Analysis and Reporting System II, https://txdot.ms2soft.com/tcds/tsearch.asp?loc=Txdot&mod=. Accessed November 2021.

Site-Generated Traffic Volumes

Traffic generated by the development, known as trip generation, is calculated based upon methods and rates published in the *Institute of Transportation Engineers (ITE) Trip Generation Manual,* 11th Edition.

Internal capture reductions were calculated for the site's residential and bagel shop uses based upon the *National Cooperative Highway Research Report 684*. Additional internal capture was not applied to account for the site's motorists also using adjoining commercial uses just south of the site or office north of the site.

Pass-by trips were calculated for the site based upon data from the *ITE Trip Generation Manual,* 11rd Edition. Pass-by trips were applied to bagel shop trips to account for vehicles that are already on the adjacent roadways but are turning into and out of the site driveways. ITE notes pass-by trips for a coffee/donut shop are 90% in the AM peak hour and 98% in the PM peak hour. However, pass-by trips were capped at 50% in this TIA to be conservative. Pass-by trips were added to/from the driveways, but not to/from surrounding intersections.

The resulting trip generation is shown in **Table 2** and supporting documentation is provided in the **Appendix**.

Table 2. Projected Trip Generation

ITE #	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
221	Multifamily Housing (Mid-Rise) (4 Stories)	95 Units	407	30	7	23	37	23	14
937	Coffee/Donut Shop with Drive-Through Window	2,460 SF	1,313	211	108	103	96	48	48
948	Automated Car Wash (Tunnels)	1 Car Wash Tunnels	--	--	--	--	78	40	38
		Total:	**1,720**	**241**	**115**	**126**	**211**	**111**	**100**
		Internal Capture (AM = 8%, PM = 10%):	--	20	10	10	22	11	11
		Trips to Site:	**--**	**221**	**105**	**116**	**189**	**100**	**89**
		Pass-by Trips (AM = 45%, PM = 22%):	--	100	50	50	42	21	21
		New Trips to Site:	**--**	**121**	**55**	**66**	**147**	**79**	**68**

The site-generated traffic was distributed through the study area based upon existing traffic volumes, roadway configurations, and study area. The overall distribution, as well as the traffic assignment to individual site access points, is shown in **Exhibit 11** and **Exhibit 12**. The resulting site-related traffic volumes are shown in **Exhibit 13**.

Inbound and outbound pass-by trip distribution is shown in **Exhibit 14** and **Exhibit 15**. The resulting pass-by site traffic volumes shown in **Exhibit 16**.

The total site traffic volumes, new plus pass-by trips, are shown in **Exhibit 17**.

Background-Plus-Site (Build) Traffic Volumes

Background-plus-site (build) traffic forecasts were developed for each analysis scenario by adding the projected traffic generated by the proposed development to the 2023 and 2028 background (no-build) volumes. The resulting background-plus-site volumes are summarized in **Exhibit 18** and **Exhibit 19**.

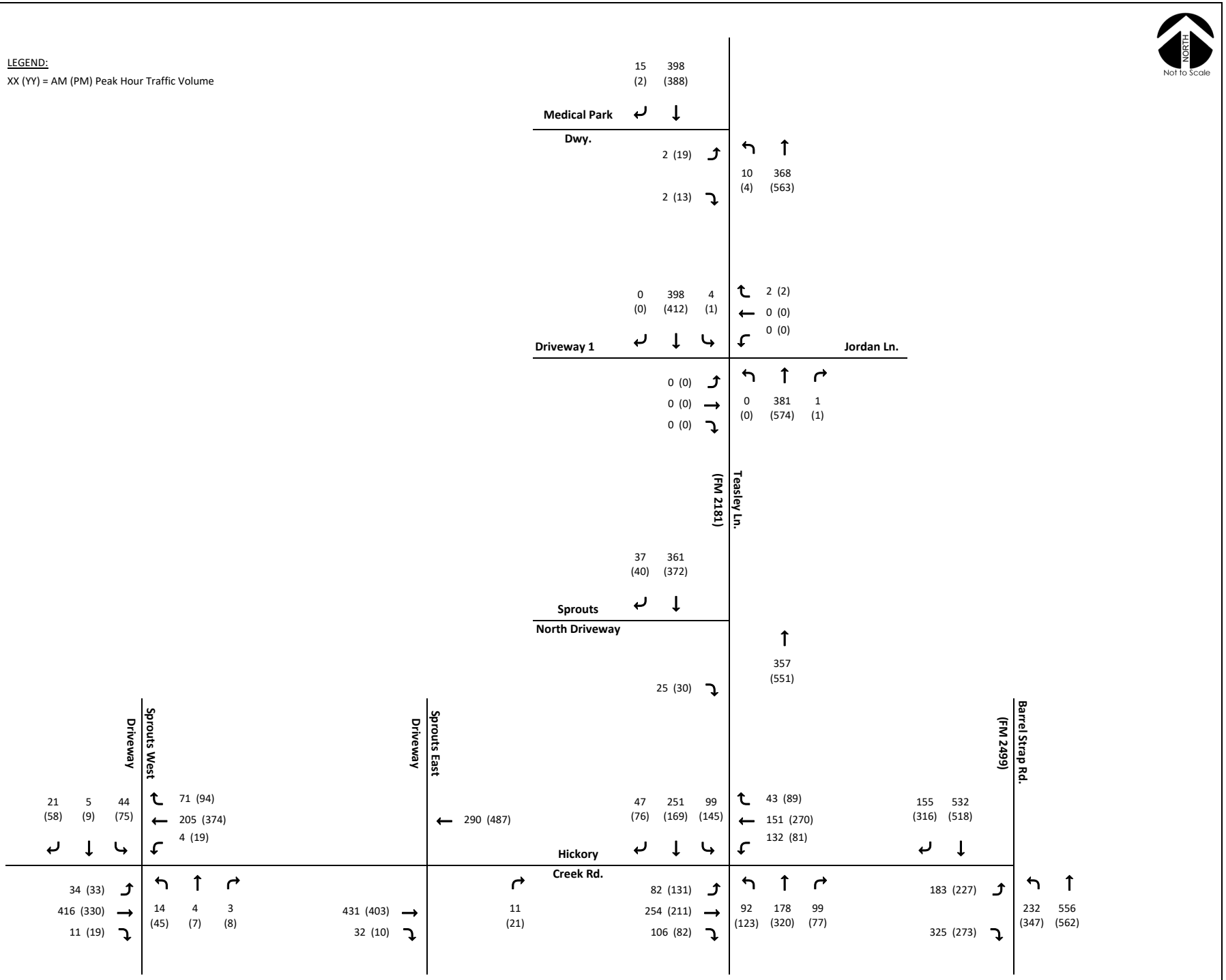


Exhibit 6. Year 2021 Existing Traffic Volumes - Original

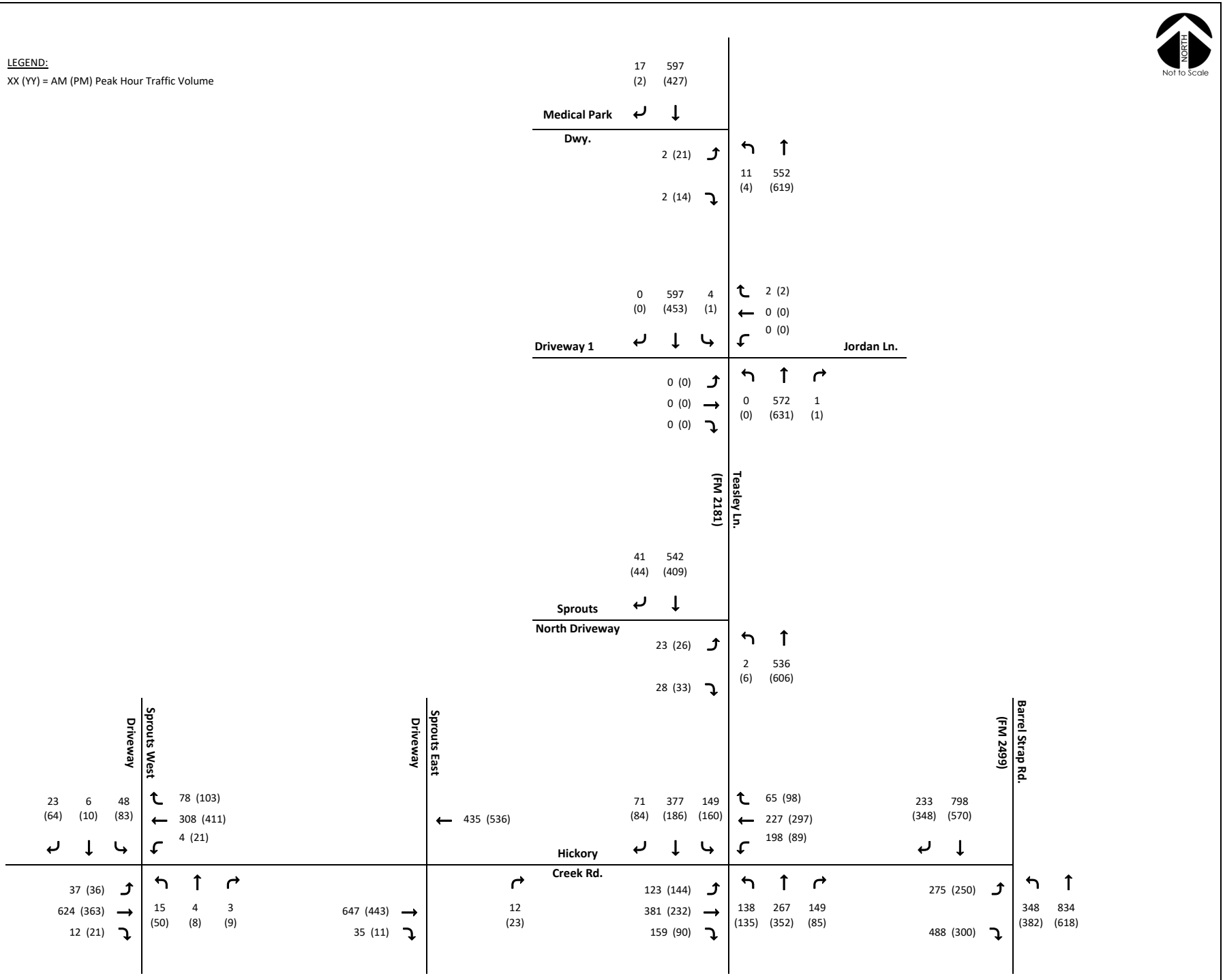


Exhibit 7. Year 2021 Existing Traffic Volumes - Adjusted for COVID

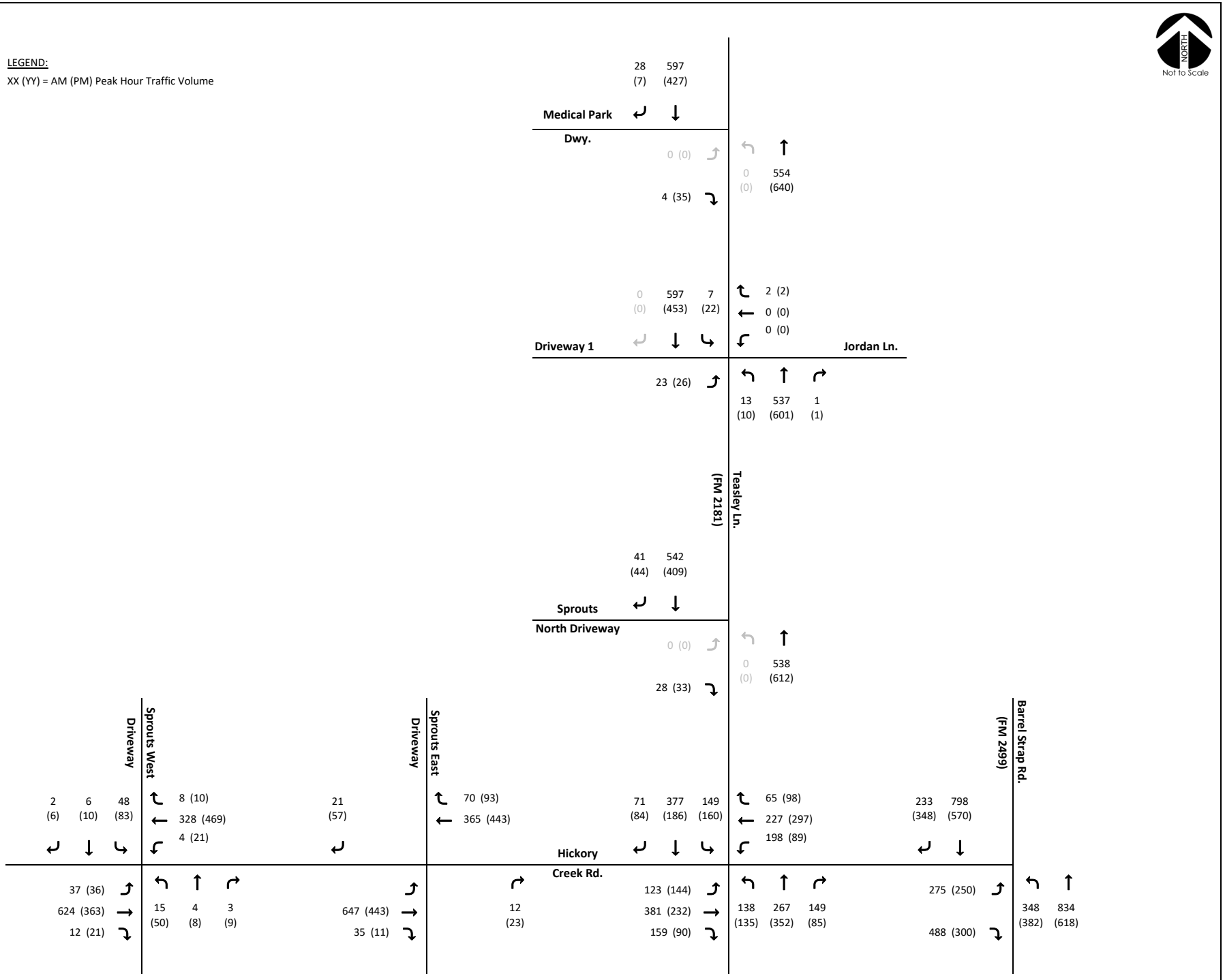


Exhibit 8. Year 2021 Existing Traffic Volumes - Adjusted for COVID and Rerouted for Future Roadway Geometry

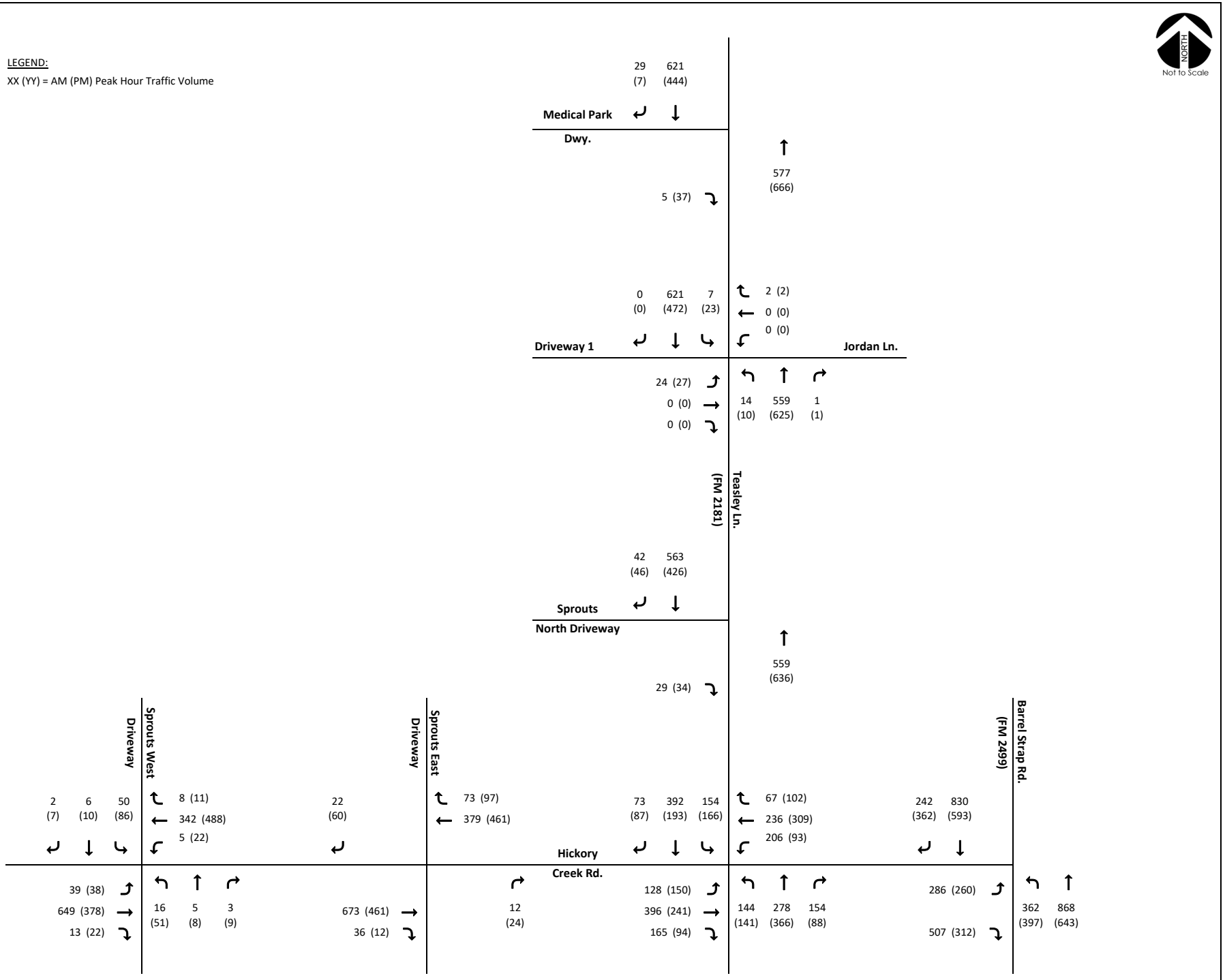


Exhibit 9. Year 2023 Background Traffic Volumes

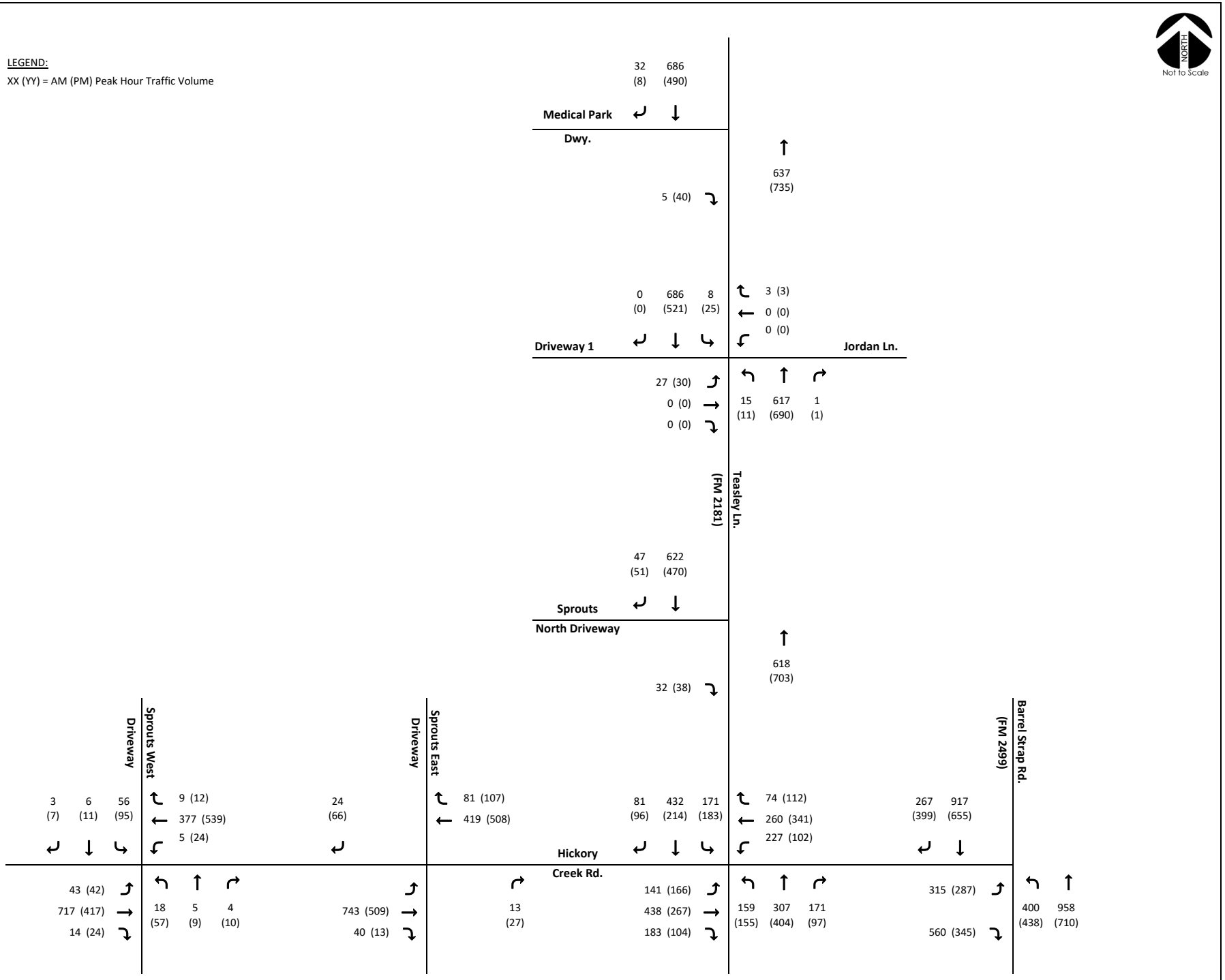


Exhibit 10. Year 2028 Background Year Traffic Volumes

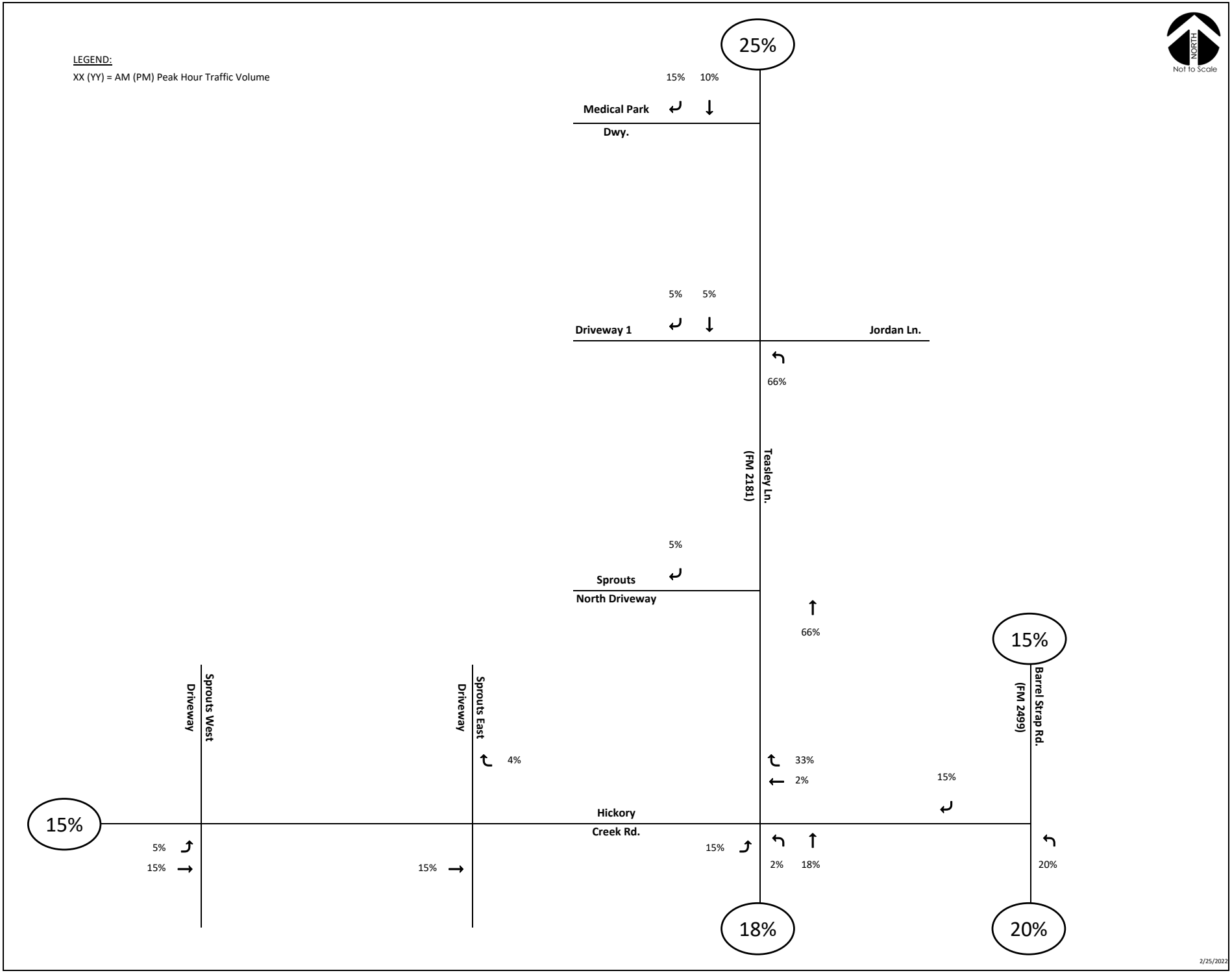


Exhibit 11. Inbound Trip Distribution

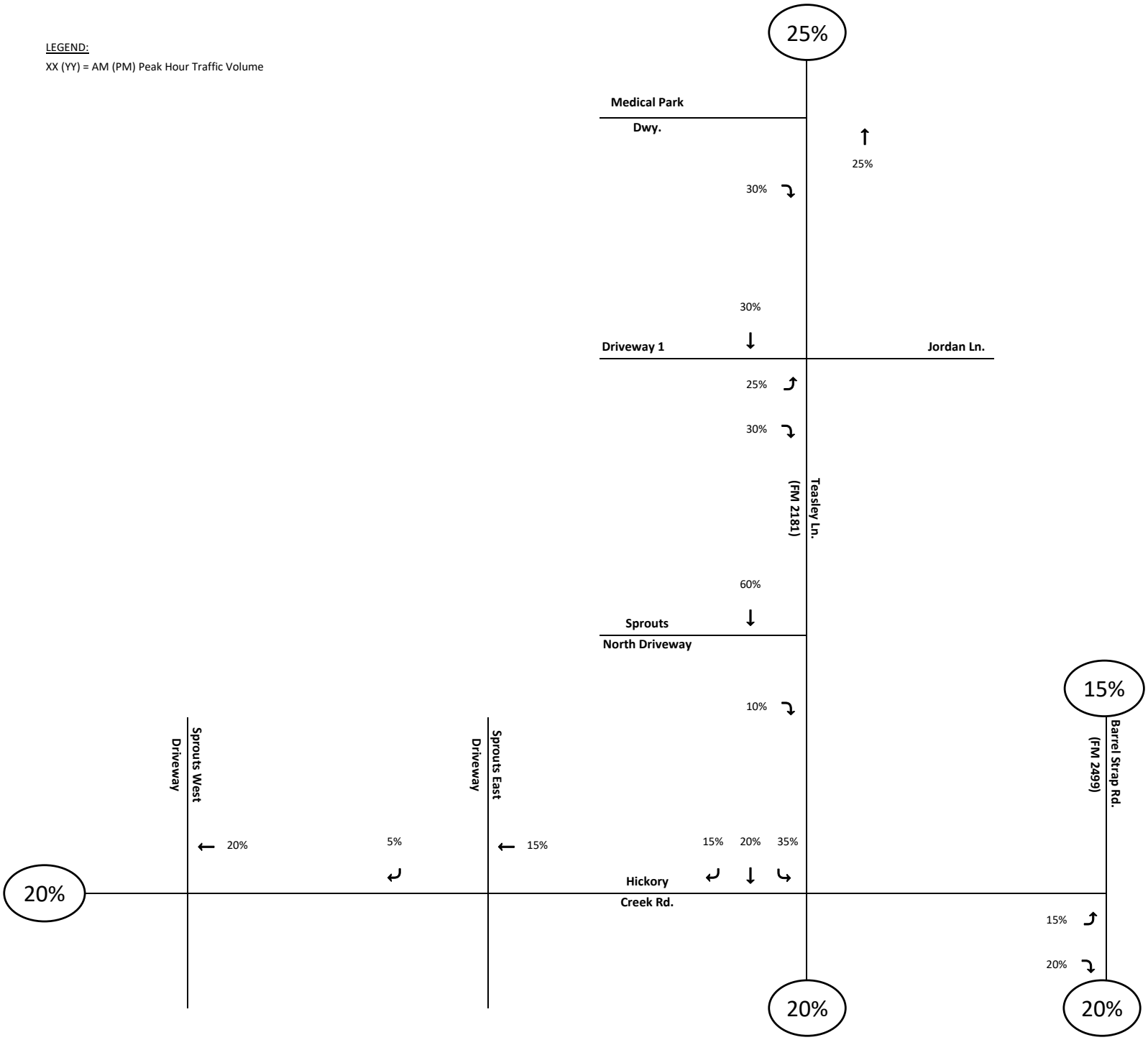


Exhibit 12. Outbound Trip Distribution

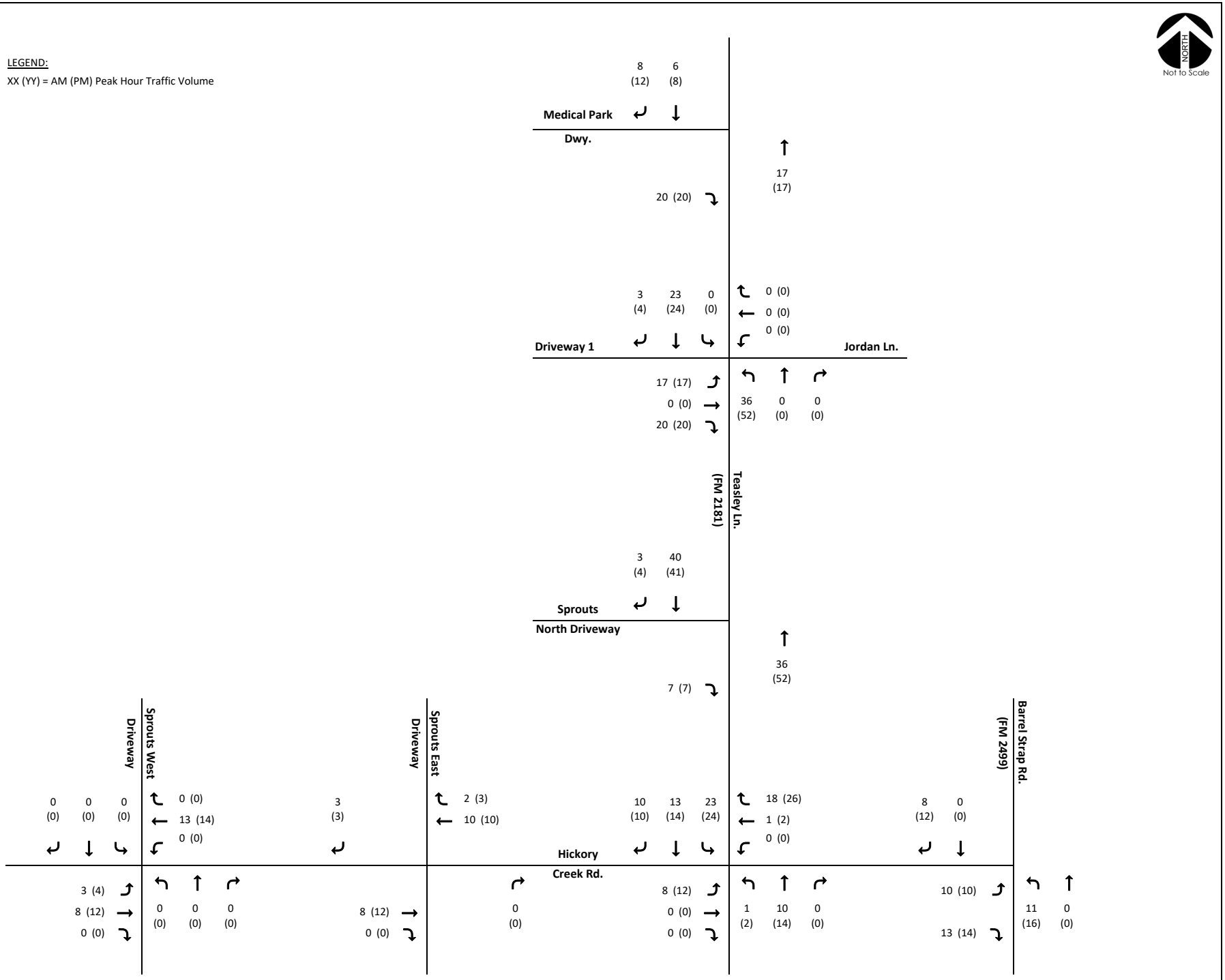
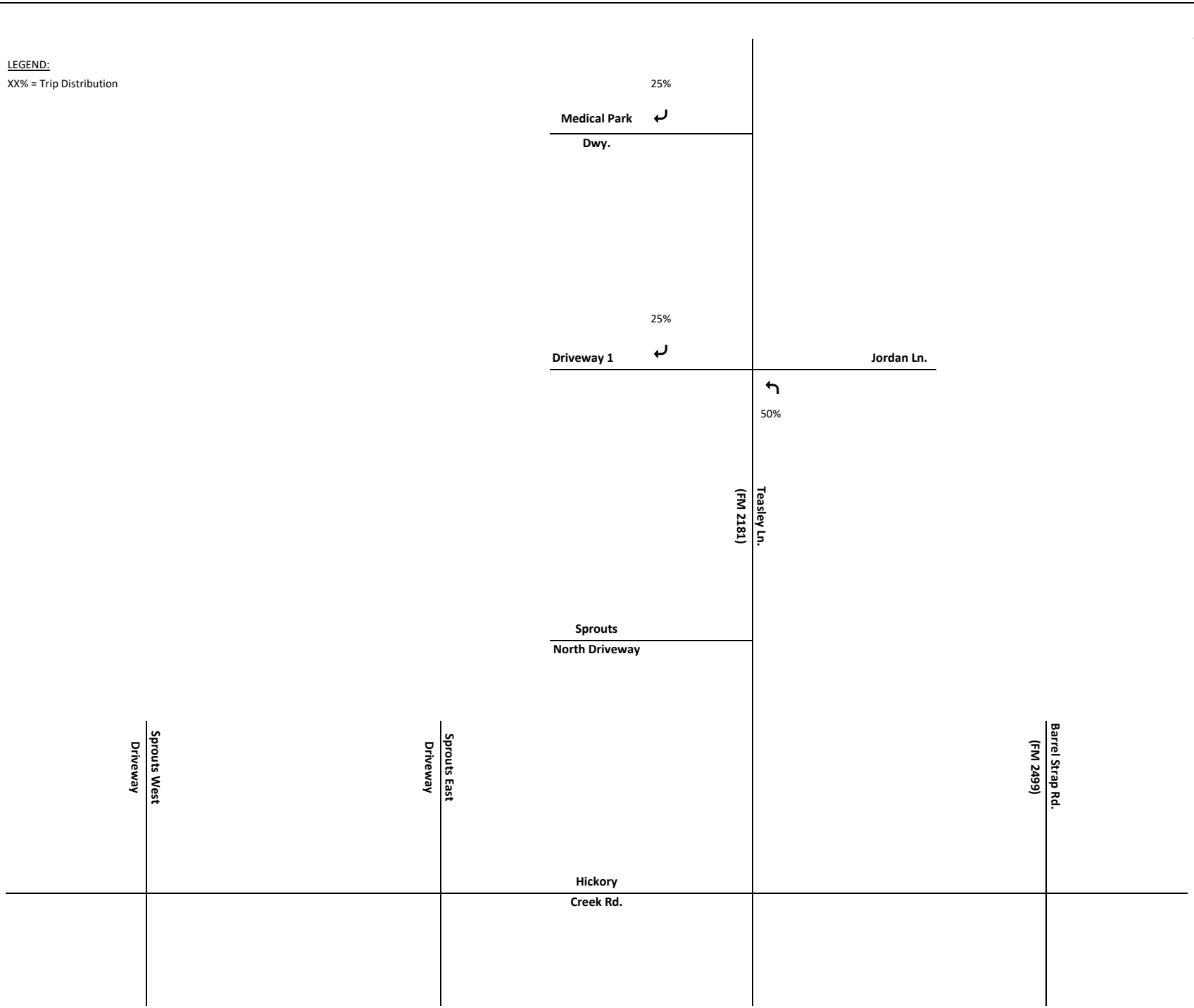
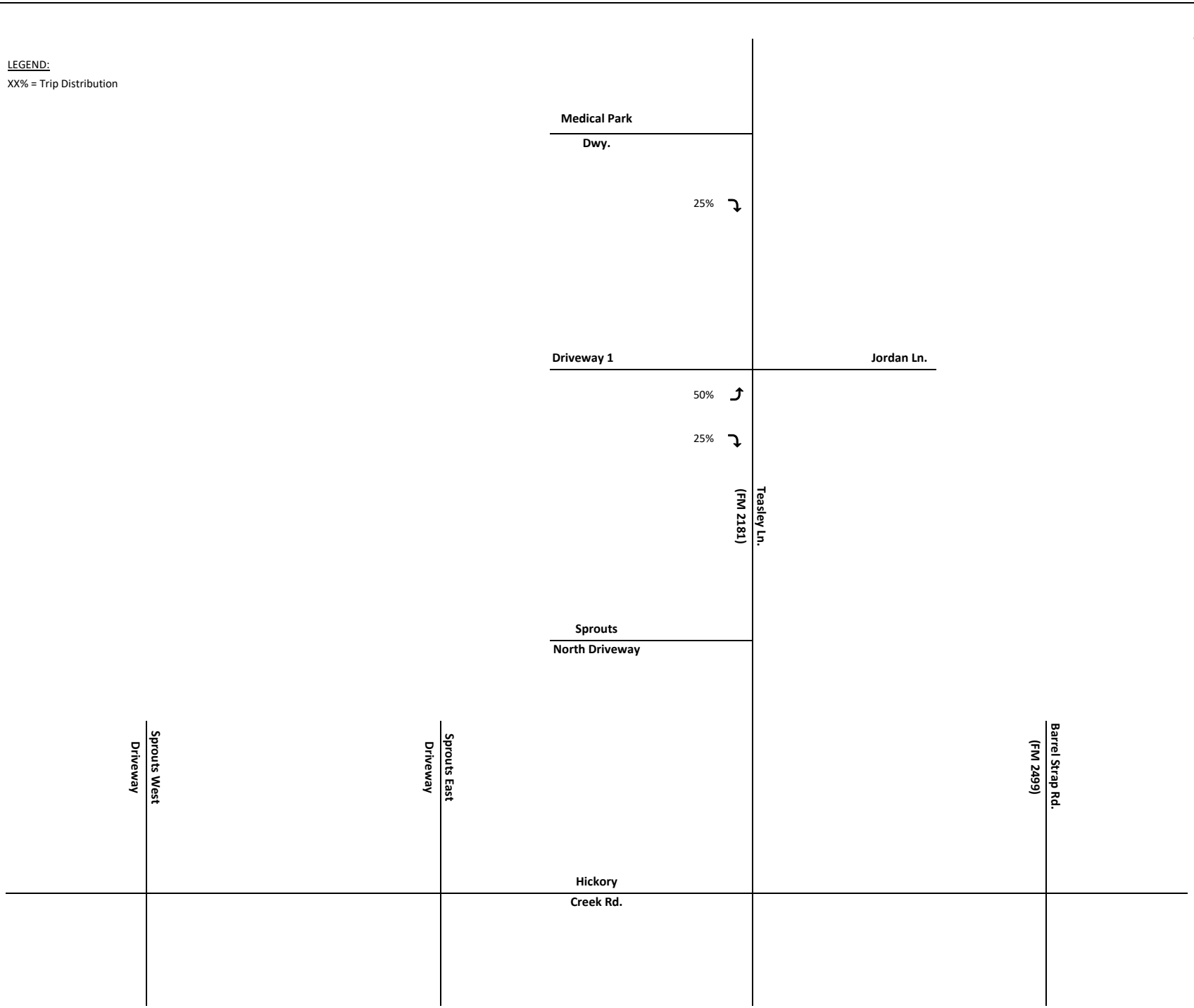


Exhibit 13. Site Traffic Volumes - New Trips



2/25/2022

Exhibit 14. Inbound Pass-By Trip Distribution



2/25/2022

Exhibit 15. Outbound Pass-ByTrip Distribution

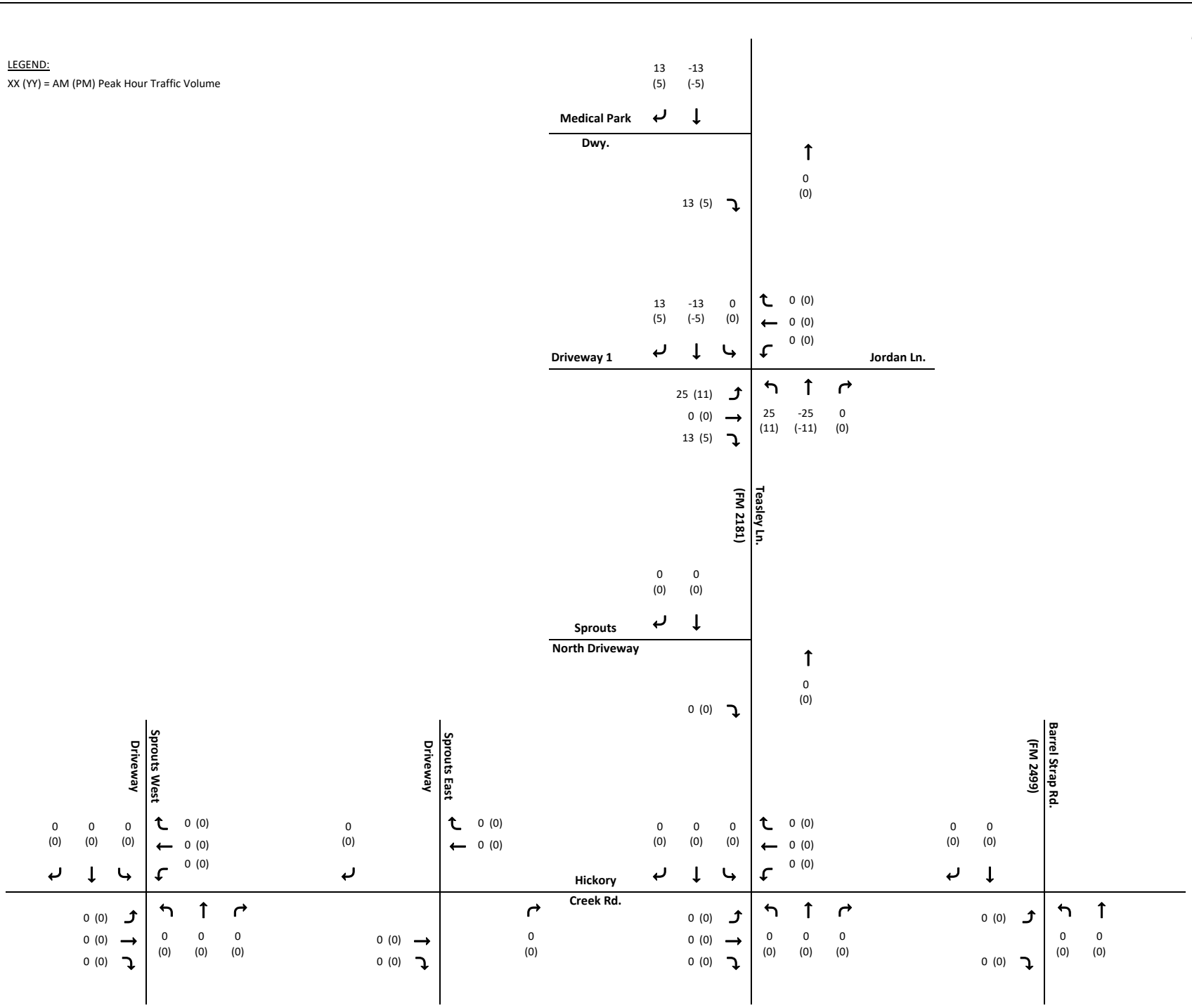


Exhibit 16. Site Traffic Volumes - Pass-By Trips

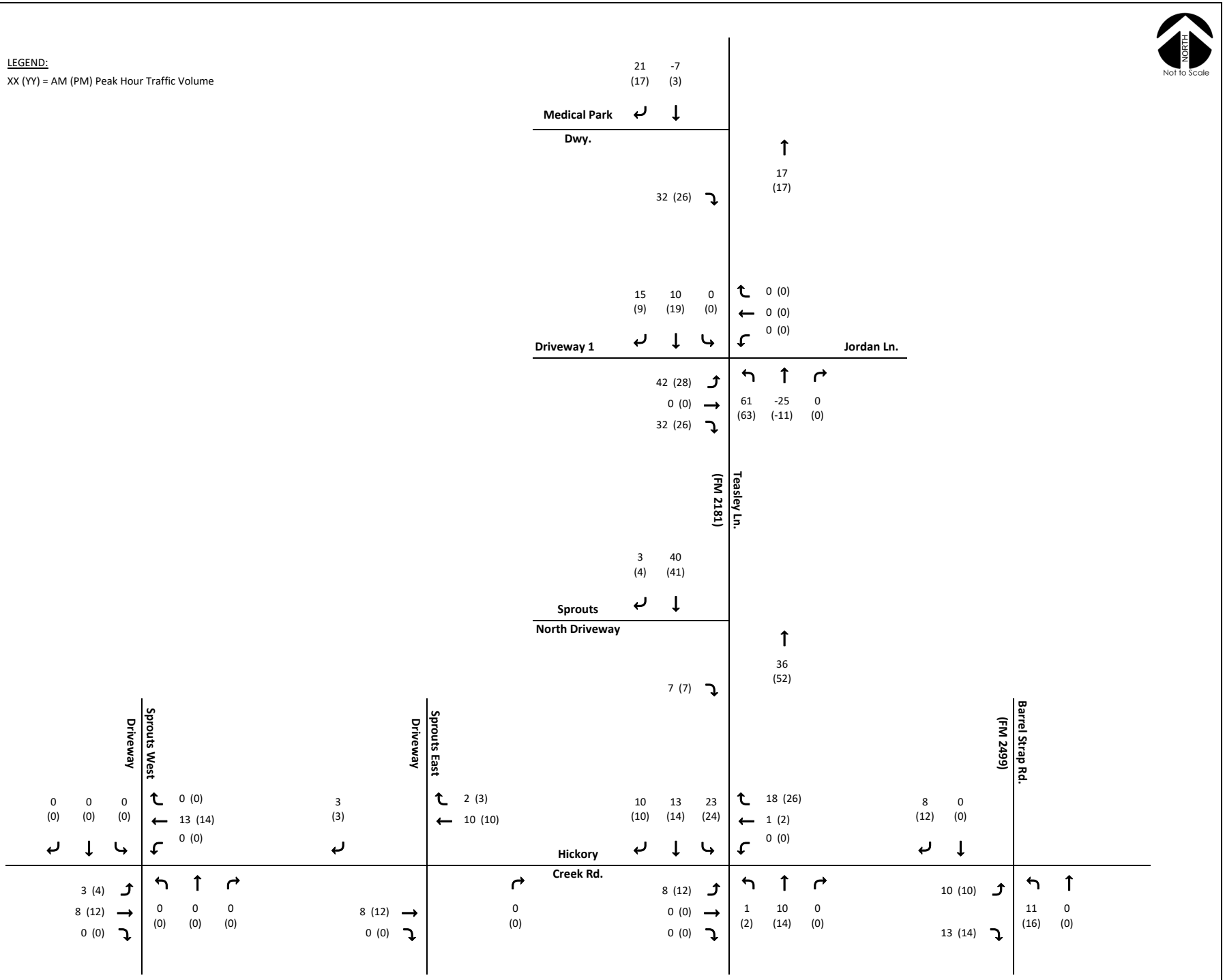


Exhibit 17. Total Site Traffic Volumes - New + Pass-By Trips

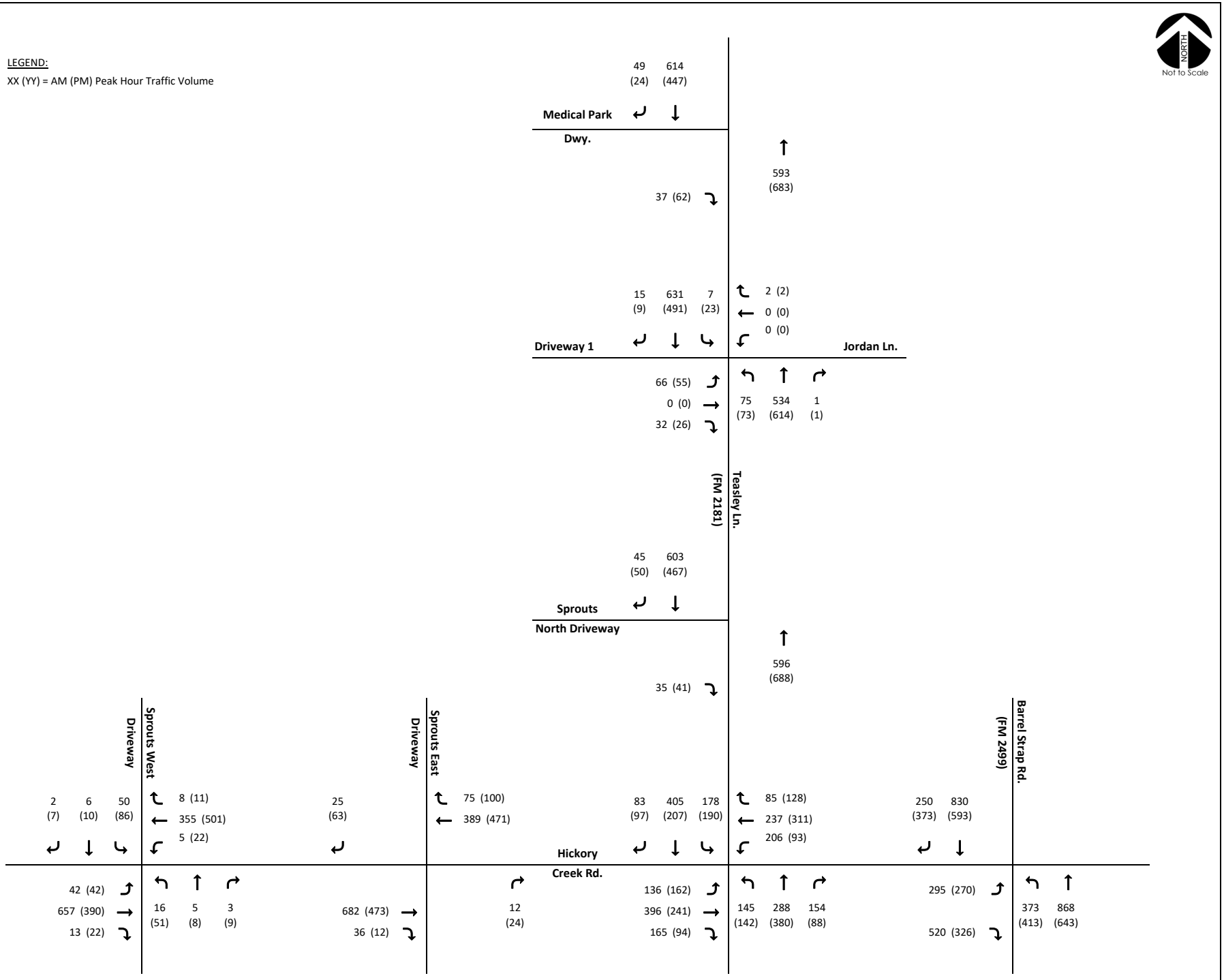


Exhibit 18. Year 2023 Background Plus Site Traffic Volumes

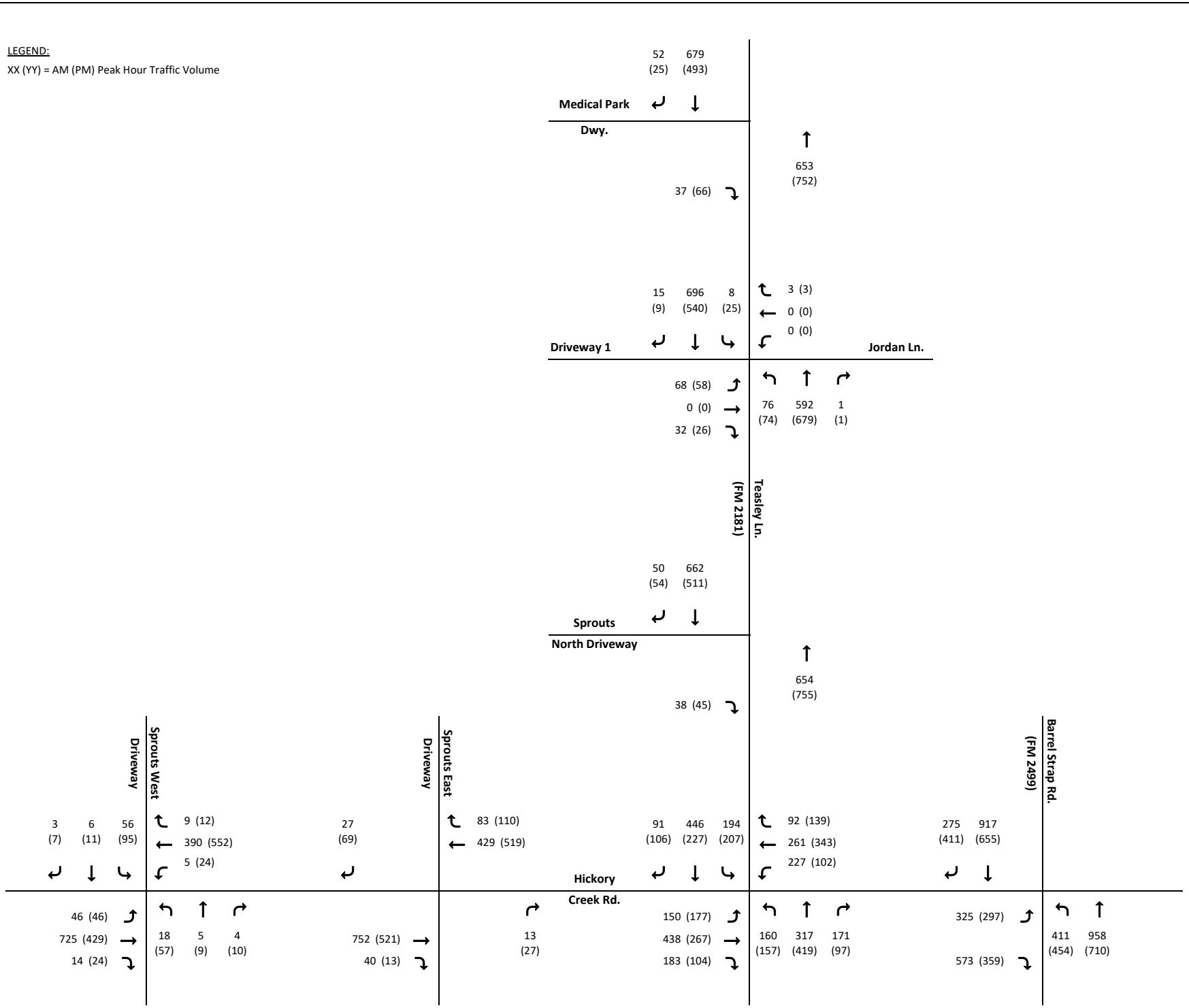


Exhibit 19. Year 2028 Background Plus Site Traffic Volumes

TRAFFIC IMPACT ANALYSIS

Intersection Capacity Analysis – Methodology

Intersection capacity analysis was conducted for the study intersections following the guidelines contained in the *Highway Capacity Manual*. Intersections are assigned a "level of service" (LOS) letter grade for the peak hour of traffic based upon the number of lanes at the intersection, traffic volumes, and traffic control. Level of Service A (LOS A) represents light traffic flow (free-flow conditions) while LOS F represents heavy traffic flow (over-capacity conditions). LOS D is typically considered acceptable in the region. Individual movements are also assigned LOS grades. It is important to note that one or more individual movement(s) typically operate at LOS F when the overall intersection is operating at LOS D.

The following table summarizes the LOS criteria for signalized and unsignalized intersections as defined in the *Highway Capacity Manual,* 6th Edition.

Intersection LOS Criteria

	Signalized Intersection Average Total Delay (Seconds/Vehicle)	**Unsignalized Intersection** Average Total Delay (Seconds/Vehicle)
LOS A	≤10	≤10
LOS B	>10 - ≤20	>10 - ≤15
LOS C	>20 - ≤35	>15 - ≤25
LOS D	>35 - ≤55	>25 - ≤35
LOS E	>55 - ≤80	>35 - ≤50
LOS F	>80	>50

Obtained from Highway Capacity Manual, 6th Edition, Exhibits 19-8, 20-2, and 21-8

The LOS calculations for this analysis were conducted in accordance with the *Highway Capacity Manual,* 6th Edition, using *Synchro 11*. Detailed Synchro reports summarizing analysis data for each scenario are provided in the **Appendix**.

Intersection Capacity Analysis

The study area was analyzed considering each scenario (existing, background, and background-plus-site) to determine the projected impact that the proposed development will have on the roadway system. The LOS results are shown in **Table 3**. LOS results are based upon the existing and planned traffic control and lane configurations. Existing signal timing was provided by the City and used for the existing analysis. The splits were optimized for the Teasley Lane/Hickory Creek Road intersection with future geometry, the cycle length remained the same.

When existing truck traffic percentages were greater than 2% per movement, which occurred in the AM peak hour, actual truck percentages were used. Existing, overall intersection peak hour factors were applied.

Table 3. Intersection LOS Summary with Existing and Currently Planned Geometry

Intersection #	Intersection		2021 Existing				2023 Background				2023 Bkgd.-Plus-Site				2028 Background				2028 Bkgd.-Plus-Site			
			AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
			LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)	LOS	Delay (Sec)
Signalized Intersection:		**Approach**																				
101	Teasley Lane at Hickory Creek Road	EB	F	(>300)	F	(>300)	D	(49.1)	C	(32.6)	D	(49.1)	C	(32.9)	D	(50.7)	C	(33.6)	D	(50.7)	C	(34.0)
		WB	F	(>300)	F	(>300)	D	(43.1)	D	(43.0)	D	(43.2)	D	(43.2)	D	(45.3)	D	(44.7)	D	(45.4)	D	(44.9)
		NB	F	(>300)	D	(50.6)	D	(36.5)	D	(40.2)	D	(36.6)	D	(40.4)	D	(37.1)	D	(40.9)	D	(37.3)	D	(41.1)
		SB	F	(>300)	F	(90.4)	C	(31.9)	C	(34.0)	C	(32.1)	C	(34.5)	C	(32.5)	C	(34.6)	C	(32.8)	D	(35.2)
		Overall	**F**	**(>300)**	**F**	**(>300)**	**D**	**(40.3)**	**D**	**(37.7)**	**D**	**(40.3)**	**D**	**(38.0)**	**D**	**(41.6)**	**D**	**(38.7)**	**D**	**(41.6)**	**D**	**(39.0)**
102	Barrel Strap Road at Hickory Creek Road	EB	D	(40.1)	D	(40.2)	D	(39.9)	D	(40.3)	D	(39.8)	D	(40.2)	D	(39.5)	D	(39.9)	D	(39.4)	D	(39.8)
		NB	B	(11.0)	A	(7.1)	A	(7.7)	A	(6.8)	A	(8.6)	A	(8.0)	B	(13.4)	B	(12.2)	B	(14.6)	B	(14.5)
		SB	B	(11.8)	B	(11.3)	B	(11.3)	B	(11.0)	B	(11.7)	B	(11.6)	B	(13.5)	B	(12.8)	B	(14.5)	B	(13.5)
		Overall	**B**	**(14.3)**	**B**	**(12.8)**	**B**	**(12.7)**	**B**	**(12.5)**	**B**	**(13.4)**	**B**	**(13.3)**	**B**	**(16.3)**	**B**	**(15.6)**	**B**	**(17.3)**	**B**	**(17.0)**
201	Teasley Lane at Medical Park Driveway	EB	D	(26.4)	C	(19.8)	B	(11.7)	B	(11.0)	B	(12.3)	B	(11.4)	B	(12.2)	B	(11.2)	B	(12.8)	B	(11.7)
		NBL	A	(9.4)	A	(8.5)																
202	Teasley Lane at Driveway 1/Jordan Lane	EB					C	(19.1)	C	(16.7)	C	(22.6)	C	(18.6)	C	(21.3)	C	(18.3)	D	(26.5)	C	(20.8)
		WB	B	(12.6)	B	(13.3)	B	(11.2)	B	(11.5)	B	(11.0)	B	(11.4)	B	(11.5)	B	(11.8)	B	(11.3)	B	(11.8)
		NBL					B	(11.6)	B	(10.5)	B	(12.8)	B	(11.4)	B	(12.2)	B	(10.8)	B	(13.5)	B	(11.8)
		SBL	A	(8.9)	A	(9.0)	B	(11.1)	B	(11.8)	B	(10.9)	B	(11.7)	B	(11.6)	B	(12.4)	B	(11.4)	B	(12.3)
203	Teasley Lane at Sprouts N. Dwy./Access Road 2	EB	C	(24.4)	C	(19.5)	B	(11.6)	B	(10.8)	B	(11.9)	B	(11.1)	B	(12.0)	B	(11.1)	B	(12.3)	B	(11.4)
		NBL	A	(9.2)	A	(8.4)																
204	Hickory Creek Road at Sprout's East Driveway	NB	C	(15.5)	B	(11.6)	B	(11.0)	B	(10.0)	B	(11.0)	B	(10.1)	B	(11.4)	B	(10.3)	B	(11.4)	B	(10.3)
		SB					A	(9.6)	B	(10.3)	A	(9.7)	B	(10.3)	A	(9.8)	B	(10.5)	A	(9.9)	B	(10.6)
205	Hickory Creek Road at Sprout's West Driveway	EBL	A	(8.5)	A	(8.8)	A	(8.2)	A	(8.7)	A	(8.2)	A	(8.7)	A	(8.3)	A	(8.9)	A	(8.3)	A	(8.9)
		WBL	A	(9.4)	A	(8.2)	A	(9.1)	A	(8.3)	A	(9.1)	A	(8.3)	A	(9.4)	A	(8.4)	A	(9.4)	A	(8.4)
		NB	E	(43.6)	E	(47.4)	C	(18.6)	C	(19.6)	C	(19.1)	C	(20.4)	C	(20.6)	C	(22.6)	C	(21.2)	C	(23.7)
		SB	F	(78.5)	F	(54.1)	C	(21.7)	C	(22.4)	C	(22.4)	C	(23.4)	D	(25.2)	D	(27.0)	D	(26.0)	D	(28.3)

a) A, B, C, D, E, or F represents the level of service for the turning movement.
b) The number in parenthesis is the average delay (in seconds) for the respective turning movement.
c) When there is no turning movement in the scenario, "--" is noted.
d) NB, SB, EB, WB = Northbound, Southbound, Eastbound, or Westbound; L, T, R = Left, Through, or Right

The study intersections are all projected to operate with an overall LOS D or better with the planned roadway geometry. No further improvements are recommended.

Roadway Link Capacity Analysis — Methodology

Roadway links are roadway segments between intersections. The North Central Texas Council of Governments' (NCTCOG) *Dallas-Fort Worth Regional Travel Model (DFWRTM): Description of the Multimodal Forecasting Process, 2000*, outlines hourly service volume capacities based upon type of roadway function and area. The table below summarizes the roadway link capacities.

NCTCOG Roadway Link Hourly Service Volumes (Capacity)

Area Type	Principal Arterial		Minor Arterial & Frontage Road		Collector & Local Street	
	Median-Divided or One-Way	Undivided, Two-Way	Median-Divided or One-Way	Undivided, Two-Way	Median-Divided or One-Way	Undivided, Two-Way
CBD	725	650	725	650	475	425
Urban	850	775	825	750	525	475
Suburban	925	875	900	825	575	525
Rural	1025	925	975	875	600	550

Obtained from NCTCOG Regional Travel Model, Exhibits 23 and 24

To determine the LOS of a roadway link, the volume-to-capacity ratio (V/C) is calculated using the projected traffic volume and the roadway capacities noted above. A V/C below 1.0 indicates that the roadway is operating under capacity. The NCTCOG's roadway link LOS criteria are summarized in the table below.

NCTCOG Roadway Link LOS Criteria

LOS	Volume-to-Capacity Ratio (V/C)
A/B	≤45%
C	>45% - ≤65%
D	>45% - ≤65%
E	>55% - ≤80%
F	>100%

Obtained from NCTCOG Regional Travel Model, Exhibits 23 and 24

Roadway Link Capacity Analysis

A roadway link capacity analysis was performed considering the peak hour volumes. The LOS results are shown in **Table 4**. As shown, the roadway links adjacent to the site will continue to operate at LOS A/B with the added site-generated traffic in both buildout year 2023 and horizon year 2028.

Table 4. Roadway Link LOS Summary

Roadway Link	Roadway Capacity			2023 Background			2028 Bkgd. Plus Site			2023 Background			2028 Bkgd. Plus Site		
	Capacity Per Lane (Veh/Ln)	No. of Lanes	Roadway Capacity	Veh/Hr	V/C	LOS	Veh/Hr	V/C	LOS	Veh/Hr	V/C	LOS	Veh/Hr	V/C	LOS
AM Peak Hour															
Teasley Lane, North of Sprouts Northern Driveway															
Southbound	925	3	2,775	621	22%	A/B	686	25%	A/B	657	24%	A/B	721	26%	A/B
Northbound	925	3	2,775	574	21%	A/B	634	23%	A/B	610	22%	A/B	670	24%	A/B
Hickory Creek Road, West of Sprouts Eastern Driveway															
Westbound	925	3	2,775	401	14%	A/B	443	16%	A/B	414	15%	A/B	456	16%	A/B
Eastbound	925	3	2,775	709	26%	A/B	783	28%	A/B	718	26%	A/B	792	29%	A/B
PM Peak Hour															
Teasley Lane, North of Sprouts Northern Driveway															
Southbound	925	3	2,775	472	17%	A/B	521	19%	A/B	523	19%	A/B	572	21%	A/B
Northbound	925	3	2,775	636	23%	A/B	703	25%	A/B	688	25%	A/B	755	27%	A/B
Hickory Creek Road, West of Sprouts Eastern Driveway															
Westbound	925	3	2,775	520	19%	A/B	574	21%	A/B	534	19%	A/B	588	21%	A/B
Eastbound	925	3	2,775	473	17%	A/B	522	19%	A/B	485	17%	A/B	534	19%	A/B

Veh/Hr = Vehicles per Hour; V/C = Volume-to-Capacity Ratio; LOS = Level of Service

Hickory Creek Road tapers to two (2) lanes west of Sprouts. The AM peak hour eastbound volumes, west of Sprouts, are projected to LOS D in the 2028 background scenario. Due to the COVID/construction factor, these volumes may higher than actual future volumes. If there are no plans for the City to widen Hickory Creek Road west of Sprouts, it is recommended the City consider studying Hickory Creek Road after construction and determine if the roadway should be widened in the future.

SITE ACCESS REVIEW

Auxiliary Lane Analysis

City of Denton

The City of Denton *Transportation Design Criteria Manual* notes in Section 2.3(e)(ii)(k) that right-turn, deceleration lanes are required at driveways when a development is expected to generate at least 1,000 vehicle trips per day or at least 100 vehicle trips per hour at full development. The site generates over 100 trips per peak hour, however, the site is served by five driveways that are shared with other developments. There are fewer than 60 vehicles turning right into any of the driveways on Teasley Lane. No new right-turn lanes are recommended.

The eastern Sprouts driveway on Hickory Creek Road has approximately 100 right-turns and already has a right-turn, deceleration lane.

An existing left-turn lane is provided on Hickory Creek Road at the eastern Sprouts driveway, and a planned left-turn lane is shown on Teasley Lane roadway plans into Driveway 1, across from Jordan Lane.

TxDOT

The Texas Department of Transportation (TxDOT) sets guidelines for providing right-turn, auxiliary lanes in *Table 2-3* of the July 2011 *Access Management Manual*. Right-turn, deceleration lanes should be considered when the following thresholds are met:

- Speed limit > 45 MPH, where right-turn volume is > 50 VPH
- Speed limit ≤ 45 MPH, where right-turn volume is > 60 VPH

There are fewer than 60 vehicles projected to turn right into any of the driveways on Teasley Lane (FM 2181), therefore no right-turn deceleration lanes are required for the site along Teasley Lane.

Access Spacing Review

City of Denton

The City of Denton *Transportation Design Criteria Manual* provides minimum driveway spacing criteria in Section 2.2.2 (e)(ii)(k). All driveways are existing and satisfy the City's driveway spacing requirements, as shown in in **Table 5**.

TxDOT

TxDOT sets forth guidelines for access spacing as outlined in *Table 2-1* and *Table 2-2* of the *Access Management Manual*. As stated in Chapter 2 of the TxDOT manual, "*The distance between access connections is measured along the edge of the traveled way from the closest edge of pavement of the first access connection to the closest edge of pavement of the second access connection.*"

TxDOT's criteria were applied for Teasley Lane (FM 2181). The access spacing review for the proposed development is summarized in **Table 5**. As shown, the driveways do not all satisfy TxDOT's spacing guidelines, however, they meet Denton's requirements, they are existing, and are projected to operate sufficiently.

Table 5. Access Driveway Spacing Summary

Spacing Between	Provided Access Spacing Distance (Feet)	Spacing Distance Criteria		Satisfies Spacing Criteria?	
		TxDOT (Feet)	City of Denton (Feet)	TxDOT	City of Denton
Teasley Lane:					
Medical Park Driveway to Existing Driveway 1	~343	360	200	NO	YES
Existing Driveway 1 to Sprouts Northern Driveway	~304	360	200	NO	YES
Sprouts Northern Driveway to Hickory Creek Road	~577	360	200	YES	YES

Sight Distance Analysis

City of Denton

The City of Denton *Transportation Design Criteria Manual* provides minimum driveway spacing criteria in Table 1.4.2.1. Sight distances were evaluated to ensure that motorists can safely maneuver to/from the site driveways. Based upon a review of the driveway locations and a site visit, all driveways satisfy the City's sight distance requirements as shown in **Table 6**.

Table 6. Sight Distance Summary – City of Denton

Intersection	Major Road Speed Limit	Sight Distance Scenario	Required (Feet)	Provided (Feet)	Satisfies Criteria?
Teasley Lane at Existing Driveway 1	45 MPH	Near Side	430	>700	YES
		Far Side	500	>700	YES
Teasley Lane at Sprout's North Driveway	45 MPH	Near Side	430	>700	YES

TxDOT

The sight distance was also evaluated based on AASHTO's 2011 *A Policy on Geometric Design of Highways and Streets,* 6th Edition. As shown in **Table 7**, sight distance is satisfied.

Table 7. Sight Distance Summary - AASHTO

Intersection	Major Road Speed Limit	Sight Distance Scenario	Required (Feet)	Provided (Feet)	Satisfies Criteria?
Teasley Lane at Existing Driveway 1	45 MPH	Left Turn from Minor Road (Case B1)	600	>700	YES
		Right Turn from Minor Road (Case B2)	290	>700	YES
		Left Turn from Major Road (Case F)	500	>700	YES
Teasley Lane at Sprout's North Driveway	45 MPH	Right Turn from Minor Road (Case B2)	290	>700	YES

CONCLUSIONS AND RECOMMENDATIONS

Lambeth Engineering Associates, PLLC, conducted a traffic impact analysis for a proposed mixed-use development on Teasley Lane in Denton, Texas. This TIA was conducted to support site plan approval.

The project is planned to be completed in 2023 and contain 95 multifamily residential units, an automated car wash, and a bagel shop.

This study evaluated the impact that the proposed development will have on the surrounding roadway network and determines if mitigation measures are needed to maintain acceptable roadway conditions. Below is a summary of findings from the analyses presented in this report.

- The roadway intersections are shown to operate with an overall LOS D or better considering existing, background, and background-plus-site traffic volumes, with the currently planned, and under construction, roadway improvements.
- The roadway links adjacent to the site are shown to operate at LOS A/B with the planned roadway improvements.
- No additional deceleration lanes are recommended beyond those that are existing and currently planned to be constructed with the roadway improvements.
- City of Denton and AASHTO's desirable sight-distance requirements are satisfied at all driveways.
- All driveways satisfy City of Denton's driveway spacing criteria. TxDOT's driveway spacing criteria are not met, however the access roads are existing access points and the City's requirements are satisfied.

This analysis shows that the proposed development is not expected to have a significant impact on the surrounding roadway network and no mitigations are needed to maintain LOS D or better.

END

Appendix

A. Site Pictures
B. Existing Traffic Volumes
C. TxDOT Historical Traffic Volume Data
D. Trip Generation
E. Synchro Analysis Results

Appendix A
Site Pictures

Teasley Lane Mixed-Use Development

Teasley Lane, North of Hickory Creek Road — Looking South

Hickory Creek, West of Teasley Lane — Looking East

Teasley Lane — Existing Driveway 1, Looking Left

Teasley Lane — Existing Driveway 1, Looking Right

Teasley Lane — Across from Driveway 1

Teasley Lane Mixed-Use Development

Teasley Lane — Northern Sprouts Driveway, Looking Left

Teasley Lane — Northern Sprouts Driveway, Looking Right

Teasley Lane — Across from Northern Sproutes Driveway

Hickory Creek Road — Across from Sprout's East Driveway

Hickory Creek Road — Sprout's East Driveway, Looking Left

Hickory Creek Road — Sprout's East Driveway, Looking Right

Teasley Lane Mixed-Use Development

Hickory Creek Road — Sprout's West Driveway, Looking Left

Hickory Creek Road — Sprout's West Driveway, Looking Right

Hickory Creek Road — Across from Sprout's West Driveway

Appendix B
Existing Traffic Volumes

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ HICKORY CREEK RD
Site Code:
Start Date: 11/03/2021
Page No: 1

Turning Movement Data

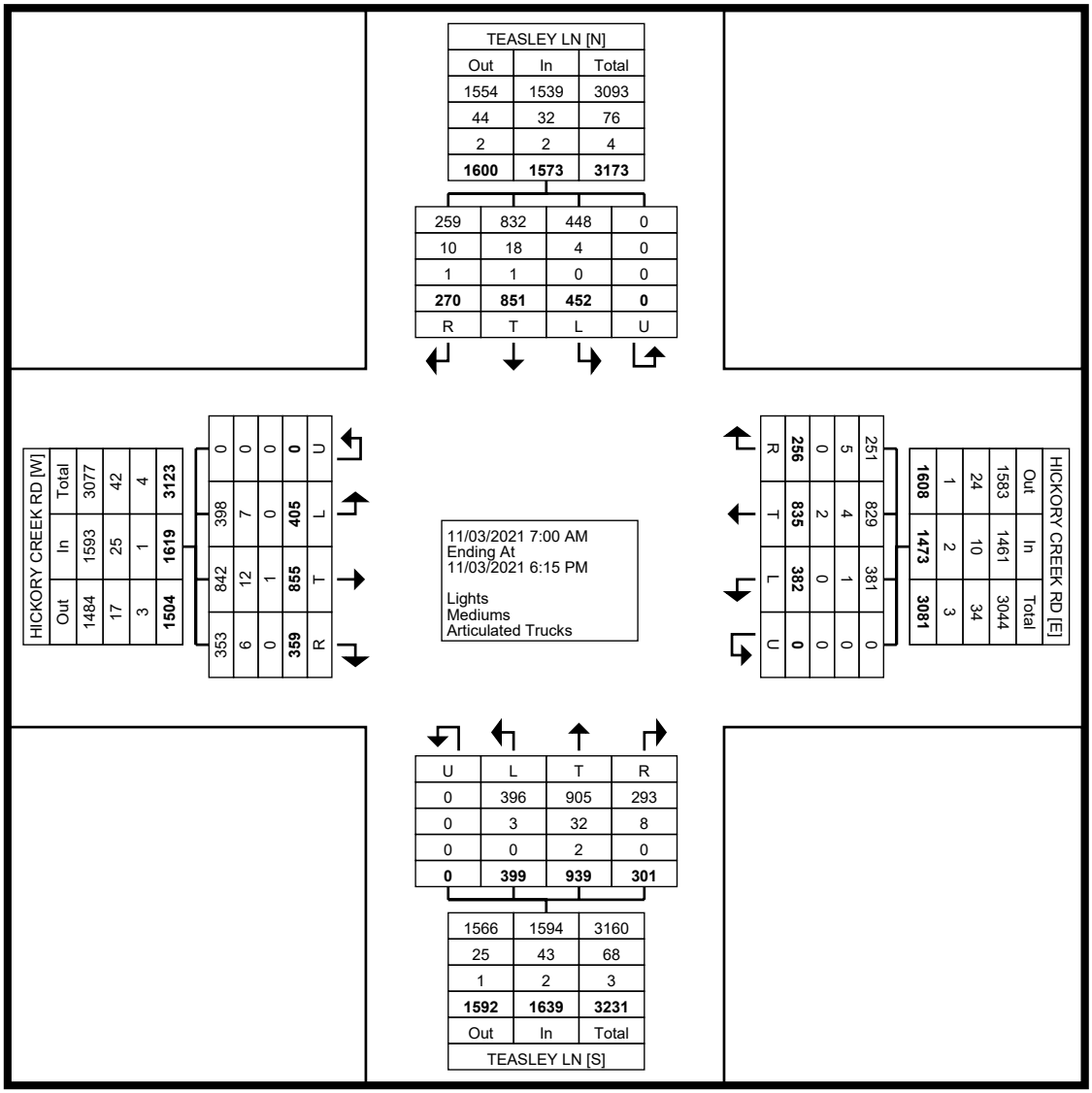
Start Time	TEASLEY LN Southbound					HICKORY CREEK RD Westbound					TEASLEY LN Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	25	42	20	0	87	2	27	8	0	37	13	30	19	0	62	13	43	8	0	64	250
7:15 AM	40	44	21	0	105	10	35	10	0	55	9	39	20	0	68	9	63	11	0	83	311
7:30 AM	26	62	9	0	97	21	26	3	0	50	20	34	30	0	84	18	76	23	0	117	348
7:45 AM	33	49	14	0	96	26	35	14	0	75	22	46	23	0	91	22	84	30	0	136	398
Hourly Total	124	197	64	0	385	59	123	35	0	217	64	149	92	0	305	62	266	72	0	400	1307
8:00 AM	16	61	12	0	89	34	48	10	0	92	27	51	24	0	102	21	54	27	0	102	385
8:15 AM	24	79	12	0	115	51	42	16	0	109	23	47	22	0	92	21	40	26	0	87	403
8:30 AM	14	56	6	0	76	33	29	8	0	70	18	60	17	0	95	15	44	32	0	91	332
8:45 AM	33	64	18	0	115	27	41	10	0	78	28	74	24	0	126	23	40	14	0	77	396
Hourly Total	87	260	48	0	395	145	160	44	0	349	96	232	87	0	415	80	178	99	0	357	1516
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	21	58	21	0	100	43	60	23	0	126	19	52	10	0	81	35	48	33	0	116	423
4:15 PM	37	44	23	0	104	22	66	23	0	111	32	80	31	0	143	27	39	16	0	82	440
4:30 PM	42	31	16	0	89	19	61	16	0	96	26	83	18	0	127	42	57	19	0	118	430
4:45 PM	39	45	15	0	99	28	74	25	0	127	28	82	13	0	123	34	48	24	0	106	455
Hourly Total	139	178	75	0	392	112	261	87	0	460	105	297	72	0	474	138	192	92	0	422	1748
5:00 PM	27	49	22	0	98	12	69	25	0	106	37	75	15	0	127	28	67	23	0	118	449
5:15 PM	16	60	21	0	97	22	70	23	0	115	33	60	17	0	110	30	54	32	0	116	438
5:30 PM	31	52	23	0	106	19	71	25	0	115	41	70	10	0	121	23	51	12	0	86	428
5:45 PM	28	55	17	0	100	13	81	17	0	111	23	56	8	0	87	44	47	29	0	120	418
Hourly Total	102	216	83	0	401	66	291	90	0	447	134	261	50	0	445	125	219	96	0	440	1733
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	452	851	270	0	1573	382	835	256	0	1473	399	939	301	0	1639	405	855	359	0	1619	6304
Approach %	28.7	54.1	17.2	0.0	-	25.9	56.7	17.4	0.0	-	24.3	57.3	18.4	0.0	-	25.0	52.8	22.2	0.0	-	-
Total %	7.2	13.5	4.3	0.0	25.0	6.1	13.2	4.1	0.0	23.4	6.3	14.9	4.8	0.0	26.0	6.4	13.6	5.7	0.0	25.7	-
Lights	448	832	259	0	1539	381	829	251	0	1461	396	905	293	0	1594	398	842	353	0	1593	6187
% Lights	99.1	97.8	95.9	-	97.8	99.7	99.3	98.0	-	99.2	99.2	96.4	97.3	-	97.3	98.3	98.5	98.3	-	98.4	98.1
Mediums	4	18	10	0	32	1	4	5	0	10	3	32	8	0	43	7	12	6	0	25	110
% Mediums	0.9	2.1	3.7	-	2.0	0.3	0.5	2.0	-	0.7	0.8	3.4	2.7	-	2.6	1.7	1.4	1.7	-	1.5	1.7
Articulated Trucks	0	1	1	0	2	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	7
% Articulated Trucks	0.0	0.1	0.4	-	0.1	0.0	0.2	0.0	-	0.1	0.0	0.2	0.0	-	0.1	0.0	0.1	0.0	-	0.1	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ HICKORY CREEK RD
Site Code:
Start Date: 11/03/2021
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ HICKORY CREEK RD
Site Code:
Start Date: 11/03/2021
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

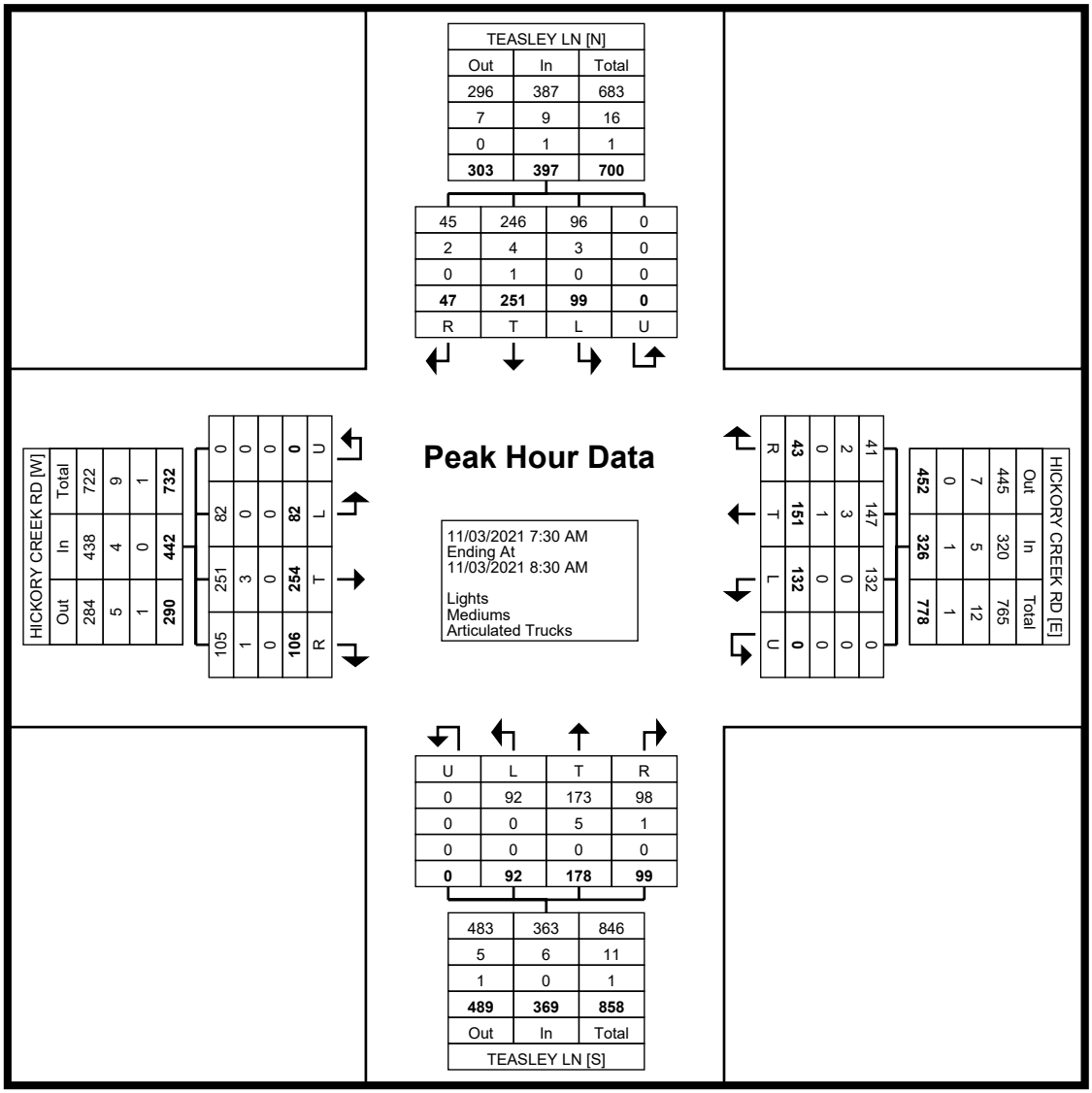
Start Time	TEASLEY LN Southbound					HICKORY CREEK RD Westbound					TEASLEY LN Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	26	62	9	0	97	21	26	3	0	50	20	34	30	0	84	18	76	23	0	117	348
7:45 AM	33	49	14	0	96	26	35	14	0	75	22	46	23	0	91	22	84	30	0	136	398
8:00 AM	16	61	12	0	89	34	48	10	0	92	27	51	24	0	102	21	54	27	0	102	385
8:15 AM	24	79	12	0	115	51	42	16	0	109	23	47	22	0	92	21	40	26	0	87	403
Total	99	251	47	0	397	132	151	43	0	326	92	178	99	0	369	82	254	106	0	442	1534
Approach %	24.9	63.2	11.8	0.0	-	40.5	46.3	13.2	0.0	-	24.9	48.2	26.8	0.0	-	18.6	57.5	24.0	0.0	-	-
Total %	6.5	16.4	3.1	0.0	25.9	8.6	9.8	2.8	0.0	21.3	6.0	11.6	6.5	0.0	24.1	5.3	16.6	6.9	0.0	28.8	-
PHF	0.750	0.794	0.839	0.000	0.863	0.647	0.786	0.672	0.000	0.748	0.852	0.873	0.825	0.000	0.904	0.932	0.756	0.883	0.000	0.813	0.952
Lights	96	246	45	0	387	132	147	41	0	320	92	173	98	0	363	82	251	105	0	438	1508
% Lights	97.0	98.0	95.7	-	97.5	100.0	97.4	95.3	-	98.2	100.0	97.2	99.0	-	98.4	100.0	98.8	99.1	-	99.1	98.3
Mediums	3	4	2	0	9	0	3	2	0	5	0	5	1	0	6	0	3	1	0	4	24
% Mediums	3.0	1.6	4.3	-	2.3	0.0	2.0	4.7	-	1.5	0.0	2.8	1.0	-	1.6	0.0	1.2	0.9	-	0.9	1.6
Articulated Trucks	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
% Articulated Trucks	0.0	0.4	0.0	-	0.3	0.0	0.7	0.0	-	0.3	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ HICKORY CREEK RD
Site Code:
Start Date: 11/03/2021
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ HICKORY CREEK RD
Site Code:
Start Date: 11/03/2021

Turning Movement Peak Hour Data (4:15 PM)

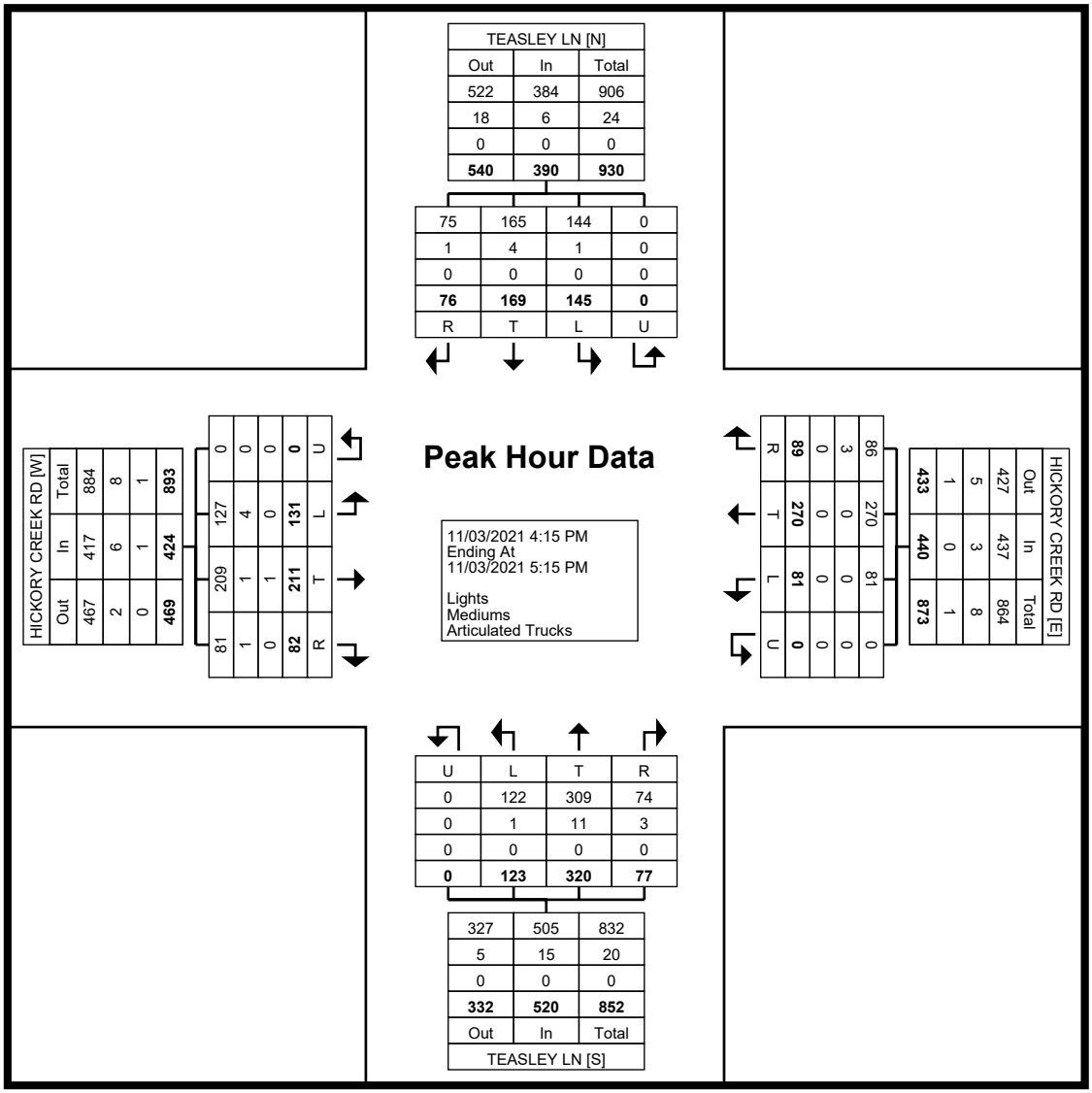
Start Time	TEASLEY LN Southbound					HICKORY CREEK RD Westbound					TEASLEY LN Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:15 PM	37	44	23	0	104	22	66	23	0	111	32	80	31	0	143	27	39	16	0	82	440
4:30 PM	42	31	16	0	89	19	61	16	0	96	26	83	18	0	127	42	57	19	0	118	430
4:45 PM	39	45	15	0	99	28	74	25	0	127	28	82	13	0	123	34	48	24	0	106	455
5:00 PM	27	49	22	0	98	12	69	25	0	106	37	75	15	0	127	28	67	23	0	118	449
Total	145	169	76	0	390	81	270	89	0	440	123	320	77	0	520	131	211	82	0	424	1774
Approach %	37.2	43.3	19.5	0.0	-	18.4	61.4	20.2	0.0	-	23.7	61.5	14.8	0.0	-	30.9	49.8	19.3	0.0	-	-
Total %	8.2	9.5	4.3	0.0	22.0	4.6	15.2	5.0	0.0	24.8	6.9	18.0	4.3	0.0	29.3	7.4	11.9	4.6	0.0	23.9	-
PHF	0.863	0.862	0.826	0.000	0.938	0.723	0.912	0.890	0.000	0.866	0.831	0.964	0.621	0.000	0.909	0.780	0.787	0.854	0.000	0.898	0.975
Lights	144	165	75	0	384	81	270	86	0	437	122	309	74	0	505	127	209	81	0	417	1743
% Lights	99.3	97.6	98.7	-	98.5	100.0	100.0	96.6	-	99.3	99.2	96.6	96.1	-	97.1	96.9	99.1	98.8	-	98.3	98.3
Mediums	1	4	1	0	6	0	0	3	0	3	1	11	3	0	15	4	1	1	0	6	30
% Mediums	0.7	2.4	1.3	-	1.5	0.0	0.0	3.4	-	0.7	0.8	3.4	3.9	-	2.9	3.1	0.5	1.2	-	1.4	1.7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.2	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ HICKORY CREEK RD
Site Code:
Start Date: 11/03/2021
Page No: 6



Turning Movement Peak Hour Data Plot (4:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ BARRELL STRAP RD
Site Code:
Start Date: 11/03/2021
Page No: 1

Turning Movement Data

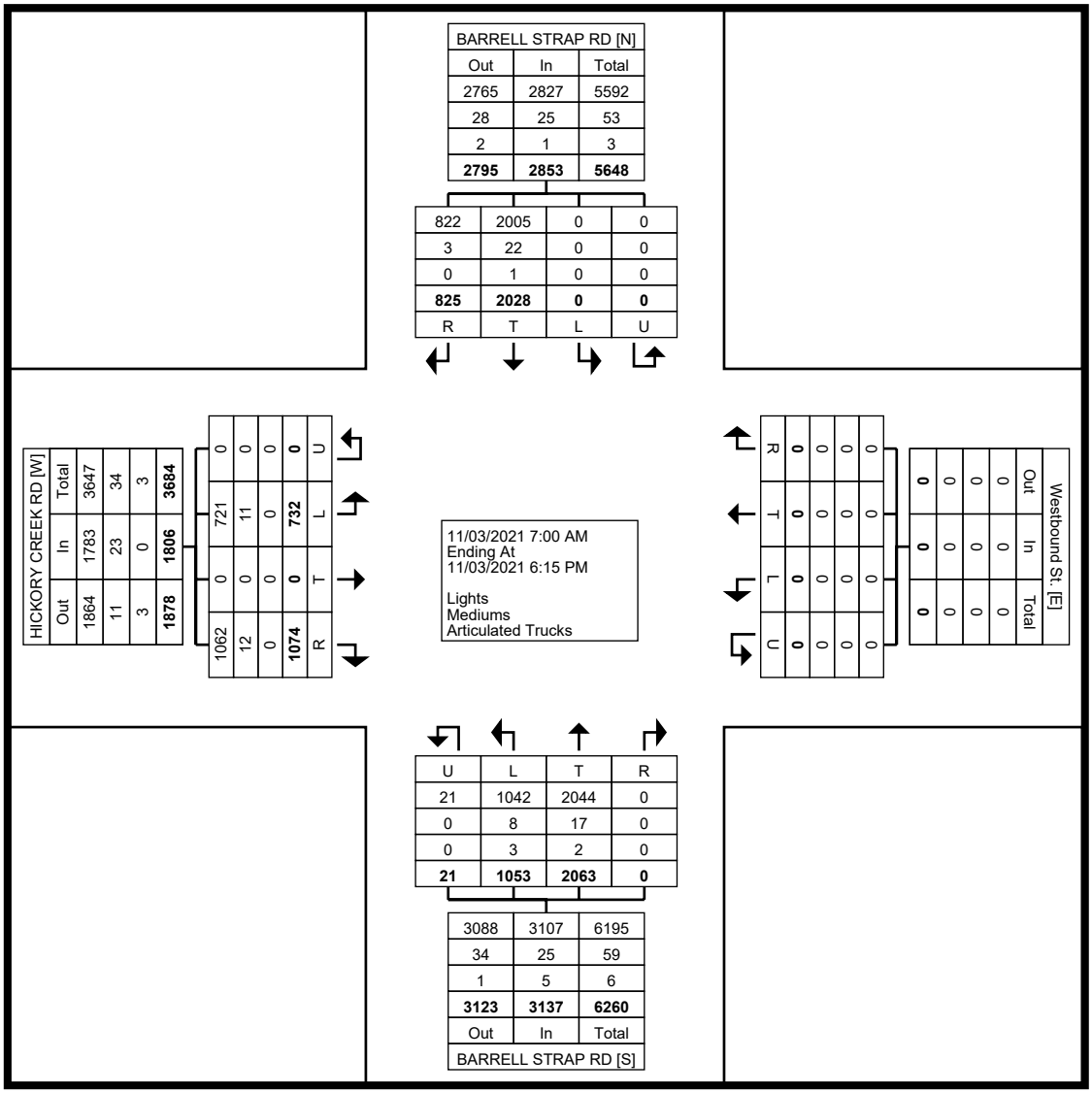
Start Time	BARRELL STRAP RD Southbound					Westbound St. Westbound					BARRELL STRAP RD Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	102	9	0	111	0	0	0	0	0	16	70	0	0	86	22	0	52	0	74	271
7:15 AM	0	120	19	0	139	0	0	0	0	0	33	77	0	0	110	42	0	70	0	112	361
7:30 AM	0	144	30	0	174	0	0	0	0	0	40	117	0	0	157	54	0	93	0	147	478
7:45 AM	0	142	34	0	176	0	0	0	0	0	65	140	0	2	207	43	0	116	0	159	542
Hourly Total	0	508	92	0	600	0	0	0	0	0	154	404	0	2	560	161	0	331	0	492	1652
8:00 AM	0	105	39	0	144	0	0	0	0	0	62	141	0	2	205	53	0	55	0	108	457
8:15 AM	0	141	52	0	193	0	0	0	0	0	61	158	0	0	219	33	0	61	0	94	506
8:30 AM	0	137	36	0	173	0	0	0	0	0	56	154	0	0	210	28	0	54	0	82	465
8:45 AM	0	116	24	0	140	0	0	0	0	0	47	110	0	2	159	46	0	65	0	111	410
Hourly Total	0	499	151	0	650	0	0	0	0	0	226	563	0	4	793	160	0	235	0	395	1838
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	124	65	0	189	0	0	0	0	0	88	140	0	2	230	42	0	51	0	93	512
4:15 PM	0	124	83	0	207	0	0	0	0	0	80	147	0	1	228	49	0	60	0	109	544
4:30 PM	0	127	67	0	194	0	0	0	0	0	86	139	0	3	228	66	0	60	0	126	548
4:45 PM	0	118	87	0	205	0	0	0	0	0	72	132	0	0	204	61	0	83	0	144	553
Hourly Total	0	493	302	0	795	0	0	0	0	0	326	558	0	6	890	218	0	254	0	472	2157
5:00 PM	0	137	78	0	215	0	0	0	0	0	99	141	0	3	243	47	0	64	0	111	569
5:15 PM	0	136	84	0	220	0	0	0	0	0	81	150	0	3	234	53	0	66	0	119	573
5:30 PM	0	125	69	0	194	0	0	0	0	0	90	137	0	1	228	44	0	59	0	103	525
5:45 PM	0	130	49	0	179	0	0	0	0	0	77	110	0	2	189	49	0	65	0	114	482
Hourly Total	0	528	280	0	808	0	0	0	0	0	347	538	0	9	894	193	0	254	0	447	2149
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	2028	825	0	2853	0	0	0	0	0	1053	2063	0	21	3137	732	0	1074	0	1806	7796
Approach %	0.0	71.1	28.9	0.0	-	0.0	0.0	0.0	0.0	-	33.6	65.8	0.0	0.7	-	40.5	0.0	59.5	0.0	-	-
Total %	0.0	26.0	10.6	0.0	36.6	0.0	0.0	0.0	0.0	0.0	13.5	26.5	0.0	0.3	40.2	9.4	0.0	13.8	0.0	23.2	-
Lights	0	2005	822	0	2827	0	0	0	0	0	1042	2044	0	21	3107	721	0	1062	0	1783	7717
% Lights	-	98.9	99.6	-	99.1	-	-	-	-	-	99.0	99.1	-	100.0	99.0	98.5	-	98.9	-	98.7	99.0
Mediums	0	22	3	0	25	0	0	0	0	0	8	17	0	0	25	11	0	12	0	23	73
% Mediums	-	1.1	0.4	-	0.9	-	-	-	-	-	0.8	0.8	-	0.0	0.8	1.5	-	1.1	-	1.3	0.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	6
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.3	0.1	-	0.0	0.2	0.0	-	0.0	-	0.0	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ BARRELL STRAP RD
Site Code:
Start Date: 11/03/2021
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ BARRELL STRAP RD
Site Code:
Start Date: 11/03/2021
Page No: 3

Turning Movement Peak Hour Data (7:30 AM)

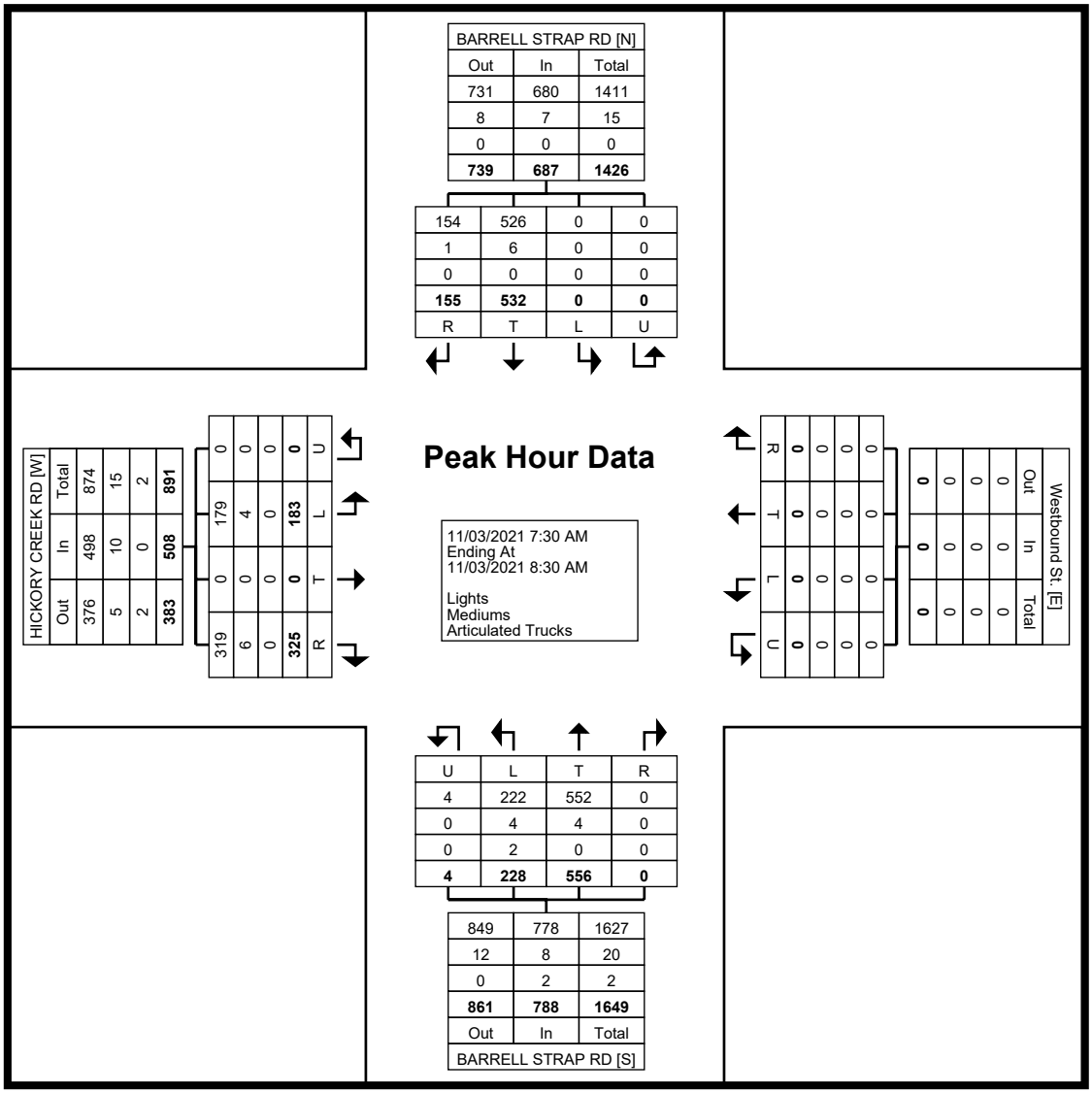
Start Time	BARRELL STRAP RD Southbound					Westbound St. Westbound					BARRELL STRAP RD Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:30 AM	0	144	30	0	174	0	0	0	0	0	40	117	0	0	157	54	0	93	0	147	478
7:45 AM	0	142	34	0	176	0	0	0	0	0	65	140	0	2	207	43	0	116	0	159	542
8:00 AM	0	105	39	0	144	0	0	0	0	0	62	141	0	2	205	53	0	55	0	108	457
8:15 AM	0	141	52	0	193	0	0	0	0	0	61	158	0	0	219	33	0	61	0	94	506
Total	0	532	155	0	687	0	0	0	0	0	228	556	0	4	788	183	0	325	0	508	1983
Approach %	0.0	77.4	22.6	0.0	-	0.0	0.0	0.0	0.0	-	28.9	70.6	0.0	0.5	-	36.0	0.0	64.0	0.0	-	-
Total %	0.0	26.8	7.8	0.0	34.6	0.0	0.0	0.0	0.0	0.0	11.5	28.0	0.0	0.2	39.7	9.2	0.0	16.4	0.0	25.6	-
PHF	0.000	0.924	0.745	0.000	0.890	0.000	0.000	0.000	0.000	0.000	0.877	0.880	0.000	0.500	0.900	0.847	0.000	0.700	0.000	0.799	0.915
Lights	0	526	154	0	680	0	0	0	0	0	222	552	0	4	778	179	0	319	0	498	1956
% Lights	-	98.9	99.4	-	99.0	-	-	-	-	-	97.4	99.3	-	100.0	98.7	97.8	-	98.2	-	98.0	98.6
Mediums	0	6	1	0	7	0	0	0	0	0	4	4	0	0	8	4	0	6	0	10	25
% Mediums	-	1.1	0.6	-	1.0	-	-	-	-	-	1.8	0.7	-	0.0	1.0	2.2	-	1.8	-	2.0	1.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	0	2
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.9	0.0	-	0.0	0.3	0.0	-	0.0	-	0.0	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ BARRELL STRAP RD
Site Code:
Start Date: 11/03/2021
Page No: 4



Turning Movement Peak Hour Data Plot (7:30 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ BARRELL STRAP RD
Site Code:
Start Date: 11/03/2021
Page No: 5

Turning Movement Peak Hour Data (4:30 PM)

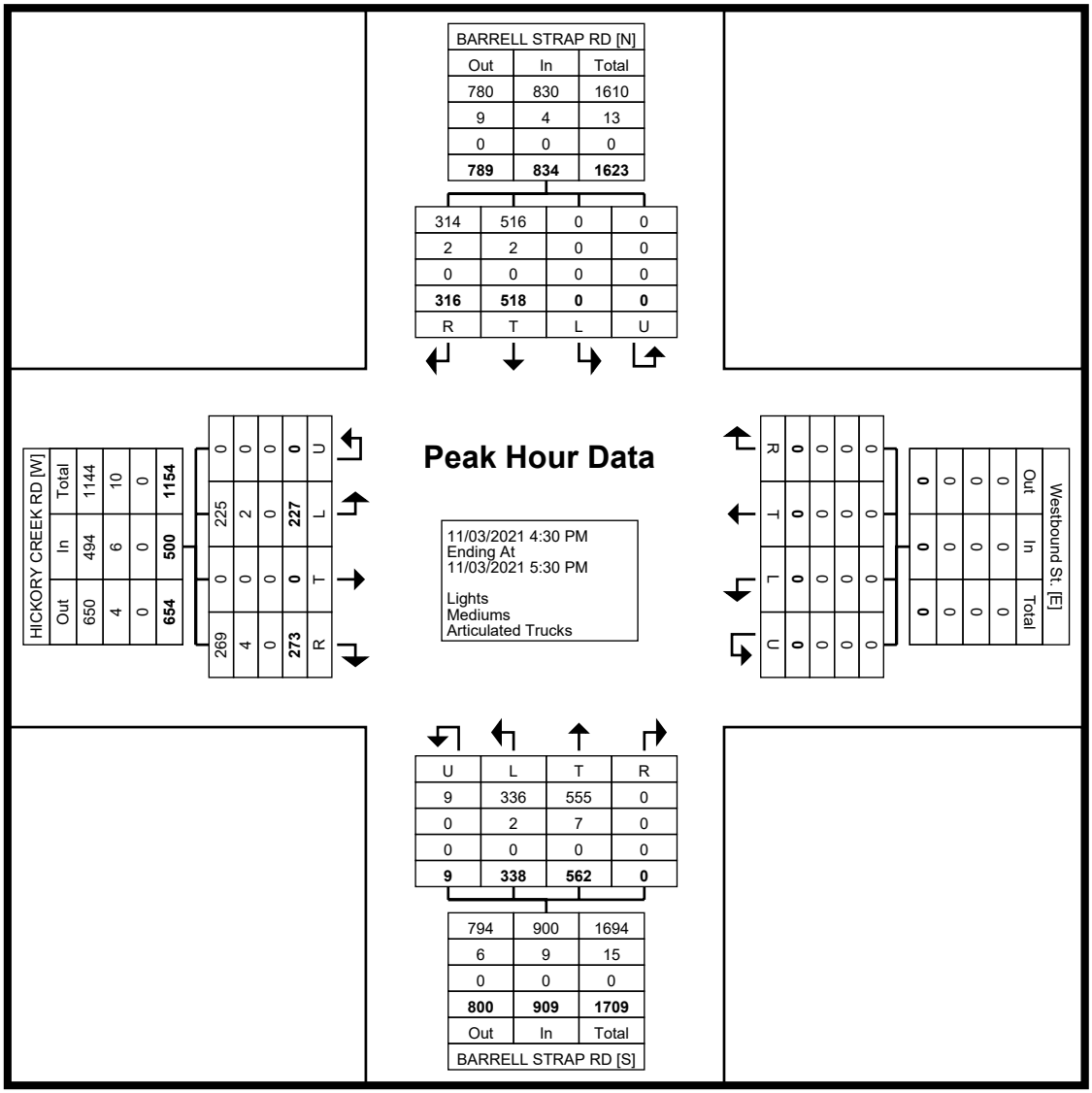
Start Time	BARRELL STRAP RD Southbound					Westbound St. Westbound					BARRELL STRAP RD Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	0	127	67	0	194	0	0	0	0	0	86	139	0	3	228	66	0	60	0	126	548
4:45 PM	0	118	87	0	205	0	0	0	0	0	72	132	0	0	204	61	0	83	0	144	553
5:00 PM	0	137	78	0	215	0	0	0	0	0	99	141	0	3	243	47	0	64	0	111	569
5:15 PM	0	136	84	0	220	0	0	0	0	0	81	150	0	3	234	53	0	66	0	119	573
Total	0	518	316	0	834	0	0	0	0	0	338	562	0	9	909	227	0	273	0	500	2243
Approach %	0.0	62.1	37.9	0.0	-	0.0	0.0	0.0	0.0	-	37.2	61.8	0.0	1.0	-	45.4	0.0	54.6	0.0	-	-
Total %	0.0	23.1	14.1	0.0	37.2	0.0	0.0	0.0	0.0	0.0	15.1	25.1	0.0	0.4	40.5	10.1	0.0	12.2	0.0	22.3	-
PHF	0.000	0.945	0.908	0.000	0.948	0.000	0.000	0.000	0.000	0.000	0.854	0.937	0.000	0.750	0.935	0.860	0.000	0.822	0.000	0.868	0.979
Lights	0	516	314	0	830	0	0	0	0	0	336	555	0	9	900	225	0	269	0	494	2224
% Lights	-	99.6	99.4	-	99.5	-	-	-	-	-	99.4	98.8	-	100.0	99.0	99.1	-	98.5	-	98.8	99.2
Mediums	0	2	2	0	4	0	0	0	0	0	2	7	0	0	9	2	0	4	0	6	19
% Mediums	-	0.4	0.6	-	0.5	-	-	-	-	-	0.6	1.2	-	0.0	1.0	0.9	-	1.5	-	1.2	0.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ BARRELL STRAP RD
Site Code:
Start Date: 11/03/2021
Page No: 6



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ LEXINGTON MEDICAL PARK DWY
Site Code:
Start Date: 11/03/2021
Page No: 1

Turning Movement Data

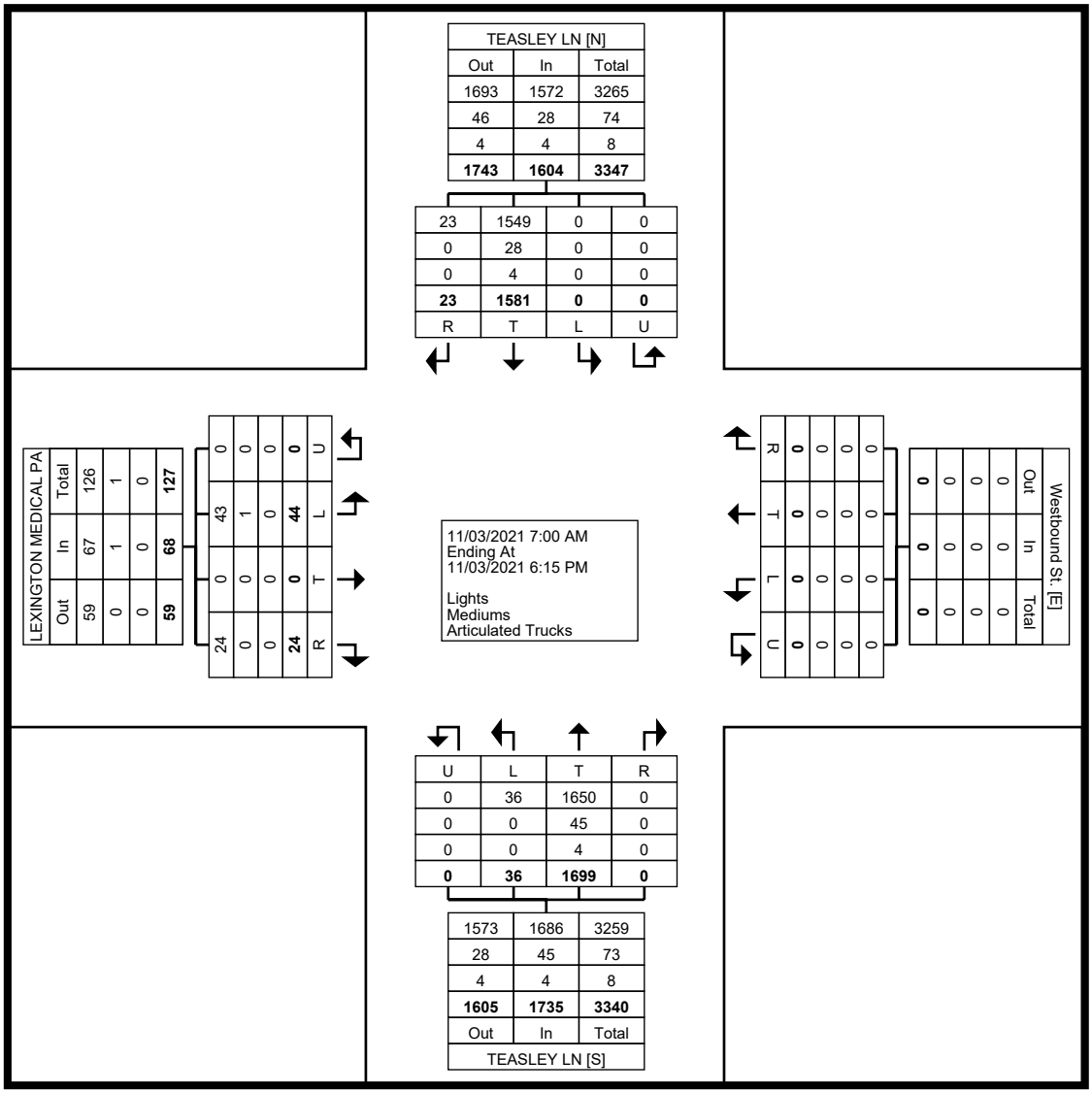
Start Time	TEASLEY LN Southbound					Westbound St. Westbound					TEASLEY LN Northbound					LEXINGTON MEDICAL PARK DWY Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	71	0	0	71	0	0	0	0	0	0	69	0	0	69	0	0	0	0	0	140
7:15 AM	0	103	0	0	103	0	0	0	0	0	3	57	0	0	60	0	0	0	0	0	163
7:30 AM	0	89	2	0	91	0	0	0	0	0	1	67	0	0	68	0	0	0	0	0	159
7:45 AM	0	107	0	0	107	0	0	0	0	0	4	87	0	0	91	0	0	0	0	0	198
Hourly Total	0	370	2	0	372	0	0	0	0	0	8	280	0	0	288	0	0	0	0	0	660
8:00 AM	0	85	2	0	87	0	0	0	0	0	1	88	0	0	89	0	0	0	0	0	176
8:15 AM	0	128	3	0	131	0	0	0	0	0	2	89	0	0	91	0	0	1	0	1	223
8:30 AM	0	97	4	0	101	0	0	0	0	0	3	86	0	0	89	0	0	1	0	1	191
8:45 AM	0	88	6	0	94	0	0	0	0	0	4	105	0	0	109	2	0	0	0	2	205
Hourly Total	0	398	15	0	413	0	0	0	0	0	10	368	0	0	378	2	0	2	0	4	795
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	105	0	0	105	0	0	0	0	0	4	114	0	0	118	6	0	1	0	7	230
4:15 PM	0	103	0	0	103	0	0	0	0	0	2	133	0	0	135	4	0	3	0	7	245
4:30 PM	0	96	0	0	96	0	0	0	0	0	2	145	0	0	147	5	0	2	0	7	250
4:45 PM	0	98	0	0	98	0	0	0	0	0	0	146	0	0	146	6	0	5	0	11	255
Hourly Total	0	402	0	0	402	0	0	0	0	0	8	538	0	0	546	21	0	11	0	32	980
5:00 PM	0	91	2	0	93	0	0	0	0	0	0	139	0	0	139	4	0	3	0	7	239
5:15 PM	0	104	3	0	107	0	0	0	0	0	6	121	0	0	127	6	0	5	0	11	245
5:30 PM	0	110	0	0	110	0	0	0	0	0	4	115	0	0	119	9	0	3	0	12	241
5:45 PM	0	106	1	0	107	0	0	0	0	0	0	138	0	0	138	2	0	0	0	2	247
Hourly Total	0	411	6	0	417	0	0	0	0	0	10	513	0	0	523	21	0	11	0	32	972
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1581	23	0	1604	0	0	0	0	0	36	1699	0	0	1735	44	0	24	0	68	3407
Approach %	0.0	98.6	1.4	0.0	-	0.0	0.0	0.0	0.0	-	2.1	97.9	0.0	0.0	-	64.7	0.0	35.3	0.0	-	-
Total %	0.0	46.4	0.7	0.0	47.1	0.0	0.0	0.0	0.0	0.0	1.1	49.9	0.0	0.0	50.9	1.3	0.0	0.7	0.0	2.0	-
Lights	0	1549	23	0	1572	0	0	0	0	0	36	1650	0	0	1686	43	0	24	0	67	3325
% Lights	-	98.0	100.0	-	98.0	-	-	-	-	-	100.0	97.1	-	-	97.2	97.7	-	100.0	-	98.5	97.6
Mediums	0	28	0	0	28	0	0	0	0	0	0	45	0	0	45	1	0	0	0	1	74
% Mediums	-	1.8	0.0	-	1.7	-	-	-	-	-	0.0	2.6	-	-	2.6	2.3	-	0.0	-	1.5	2.2
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	8
% Articulated Trucks	-	0.3	0.0	-	0.2	-	-	-	-	-	0.0	0.2	-	-	0.2	0.0	-	0.0	-	0.0	0.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ LEXINGTON MEDICAL PARK DWY
Site Code:
Start Date: 11/03/2021
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ LEXINGTON MEDICAL PARK DWY
Site Code:
Start Date: 11/03/2021
Page No: 3

Turning Movement Peak Hour Data (8:00 AM)

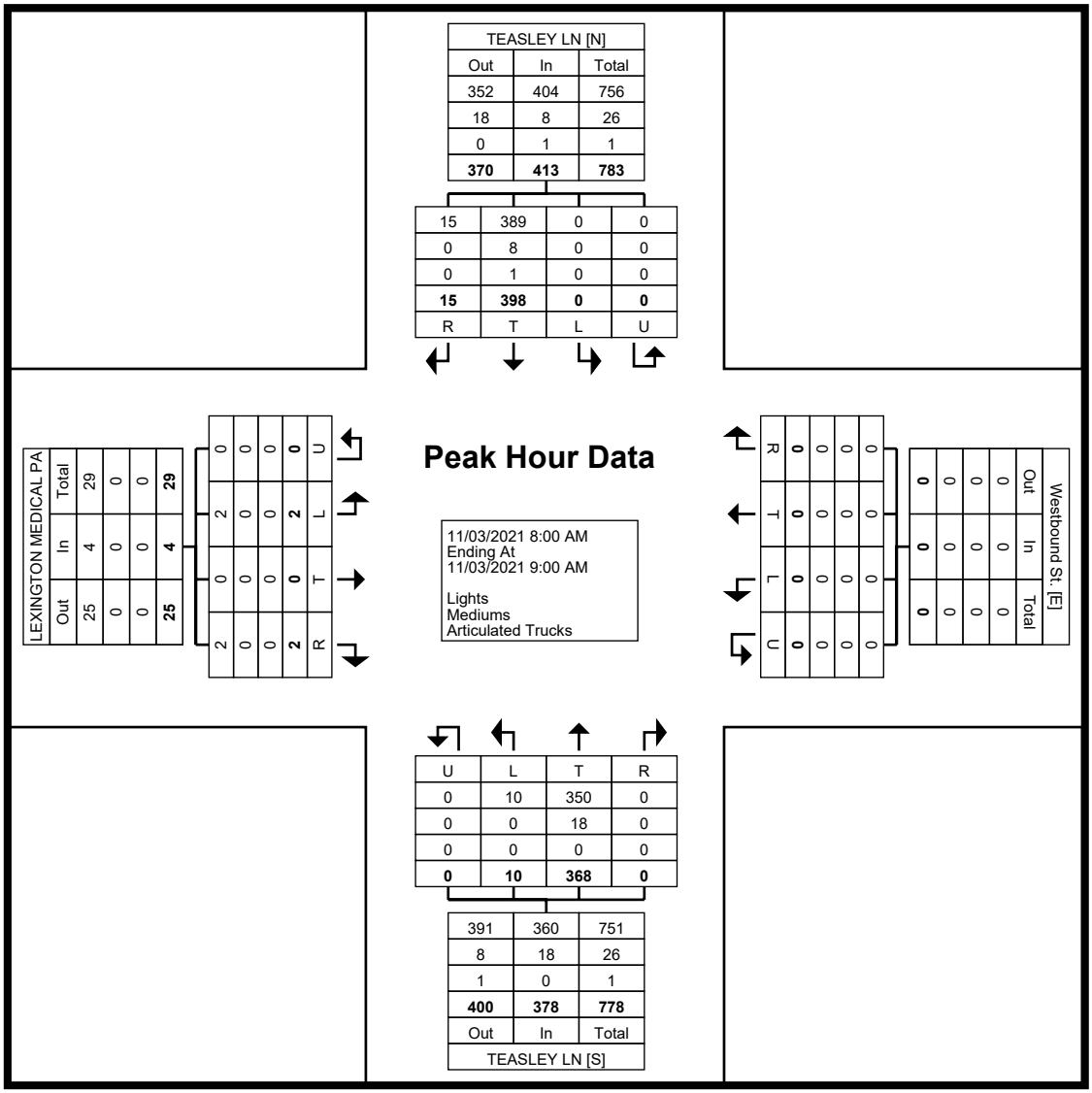
Start Time	TEASLEY LN Southbound					Westbound St. Westbound					TEASLEY LN Northbound					LEXINGTON MEDICAL PARK DWY Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
8:00 AM	0	85	2	0	87	0	0	0	0	0	1	88	0	0	89	0	0	0	0	0	176
8:15 AM	0	128	3	0	131	0	0	0	0	0	2	89	0	0	91	0	0	1	0	1	223
8:30 AM	0	97	4	0	101	0	0	0	0	0	3	86	0	0	89	0	0	1	0	1	191
8:45 AM	0	88	6	0	94	0	0	0	0	0	4	105	0	0	109	2	0	0	0	2	205
Total	0	398	15	0	413	0	0	0	0	0	10	368	0	0	378	2	0	2	0	4	795
Approach %	0.0	96.4	3.6	0.0	-	0.0	0.0	0.0	0.0	-	2.6	97.4	0.0	0.0	-	50.0	0.0	50.0	0.0	-	-
Total %	0.0	50.1	1.9	0.0	51.9	0.0	0.0	0.0	0.0	0.0	1.3	46.3	0.0	0.0	47.5	0.3	0.0	0.3	0.0	0.5	-
PHF	0.000	0.777	0.625	0.000	0.788	0.000	0.000	0.000	0.000	0.000	0.625	0.876	0.000	0.000	0.867	0.250	0.000	0.500	0.000	0.500	0.891
Lights	0	389	15	0	404	0	0	0	0	0	10	350	0	0	360	2	0	2	0	4	768
% Lights	-	97.7	100.0	-	97.8	-	-	-	-	-	100.0	95.1	-	-	95.2	100.0	-	100.0	-	100.0	96.6
Mediums	0	8	0	0	8	0	0	0	0	0	0	18	0	0	18	0	0	0	0	0	26
% Mediums	-	2.0	0.0	-	1.9	-	-	-	-	-	0.0	4.9	-	-	4.8	0.0	-	0.0	-	0.0	3.3
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	-	0.3	0.0	-	0.2	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ LEXINGTON MEDICAL PARK DWY
Site Code:
Start Date: 11/03/2021
Page No: 4



Turning Movement Peak Hour Data Plot (8:00 AM)

GRAM Traffic NTX Inc.
1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ LEXINGTON MEDICAL PARK DWY
Site Code:
Start Date: 11/03/2021
Page No: 5

Turning Movement Peak Hour Data (4:15 PM)

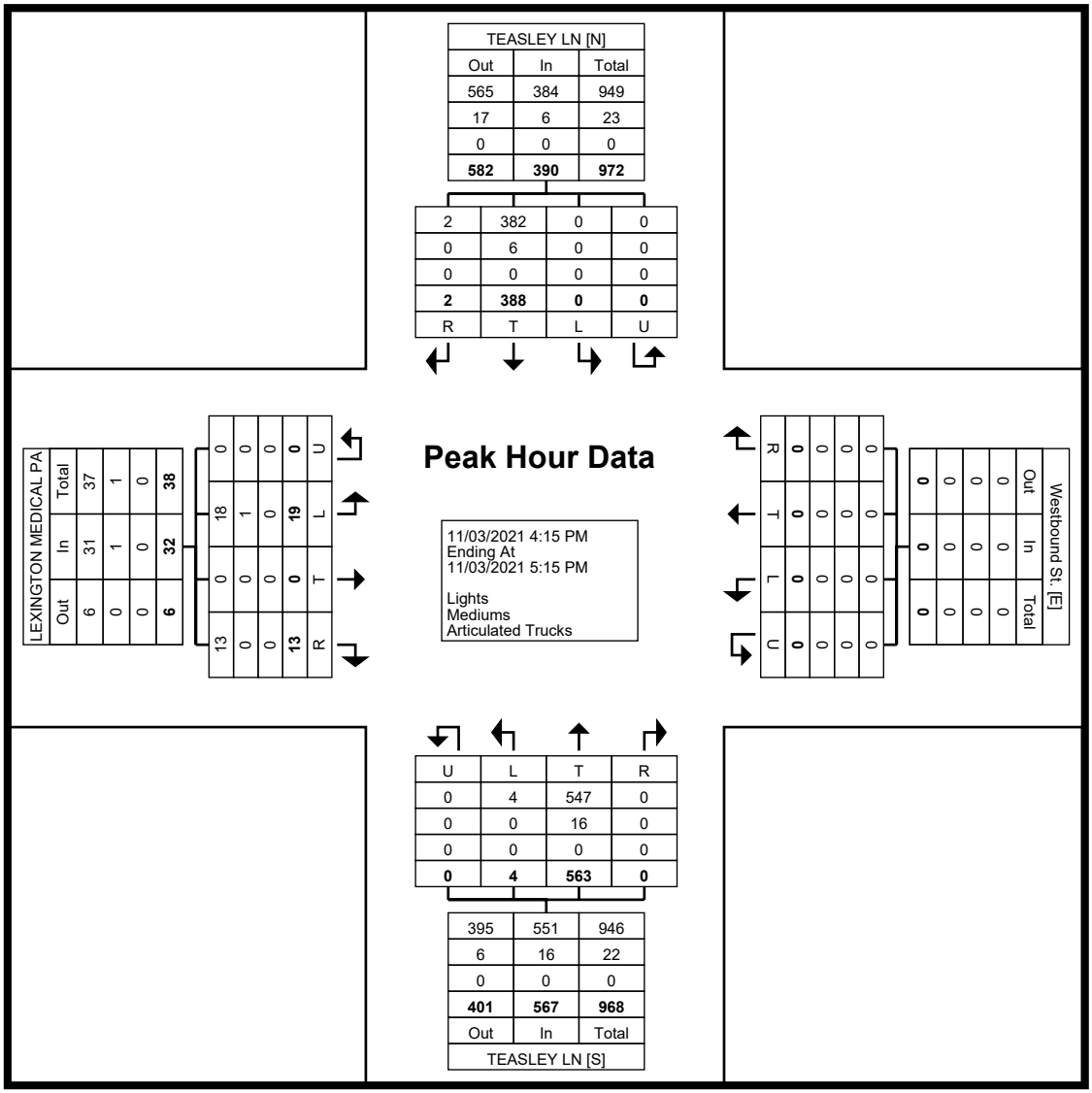
Start Time	TEASLEY LN Southbound					Westbound St. Westbound					TEASLEY LN Northbound					LEXINGTON MEDICAL PARK DWY Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:15 PM	0	103	0	0	103	0	0	0	0	0	2	133	0	0	135	4	0	3	0	7	245
4:30 PM	0	96	0	0	96	0	0	0	0	0	2	145	0	0	147	5	0	2	0	7	250
4:45 PM	0	98	0	0	98	0	0	0	0	0	0	146	0	0	146	6	0	5	0	11	255
5:00 PM	0	91	2	0	93	0	0	0	0	0	0	139	0	0	139	4	0	3	0	7	239
Total	0	388	2	0	390	0	0	0	0	0	4	563	0	0	567	19	0	13	0	32	989
Approach %	0.0	99.5	0.5	0.0	-	0.0	0.0	0.0	0.0	-	0.7	99.3	0.0	0.0	-	59.4	0.0	40.6	0.0	-	-
Total %	0.0	39.2	0.2	0.0	39.4	0.0	0.0	0.0	0.0	0.0	0.4	56.9	0.0	0.0	57.3	1.9	0.0	1.3	0.0	3.2	-
PHF	0.000	0.942	0.250	0.000	0.947	0.000	0.000	0.000	0.000	0.000	0.500	0.964	0.000	0.000	0.964	0.792	0.000	0.650	0.000	0.727	0.970
Lights	0	382	2	0	384	0	0	0	0	0	4	547	0	0	551	18	0	13	0	31	966
% Lights	-	98.5	100.0	-	98.5	-	-	-	-	-	100.0	97.2	-	-	97.2	94.7	-	100.0	-	96.9	97.7
Mediums	0	6	0	0	6	0	0	0	0	0	0	16	0	0	16	1	0	0	0	1	23
% Mediums	-	1.5	0.0	-	1.5	-	-	-	-	-	0.0	2.8	-	-	2.8	5.3	-	0.0	-	3.1	2.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.0	-	-	0.0	0.0	-	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ LEXINGTON MEDICAL PARK DWY
Site Code:
Start Date: 11/03/2021
Page No: 6



Turning Movement Peak Hour Data Plot (4:15 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ JORDAN LN
Site Code:
Start Date: 11/03/2021
Page No: 1

Turning Movement Data

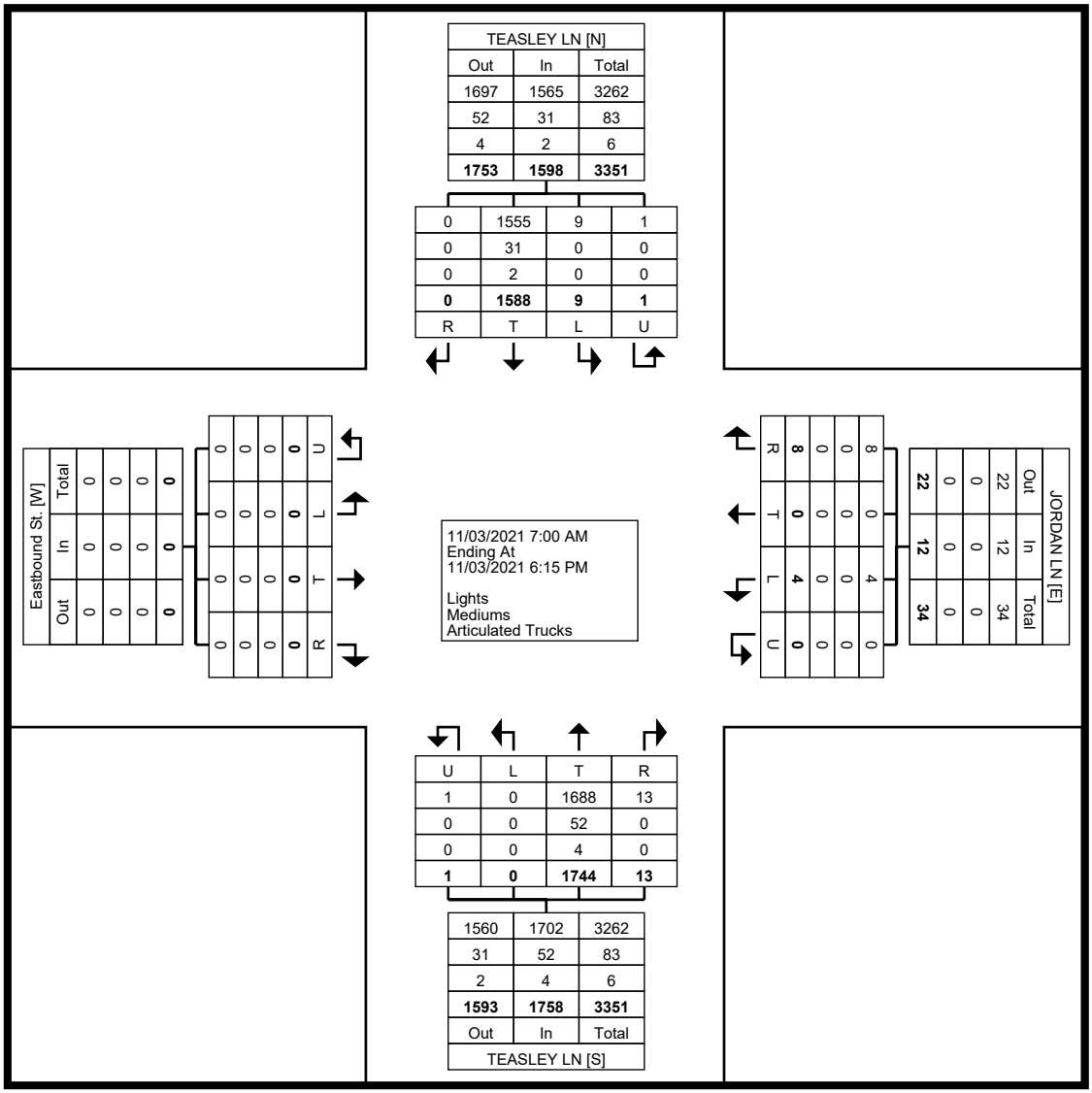
Start Time	TEASLEY LN Southbound					JORDAN LN Westbound					TEASLEY LN Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	69	0	0	69	1	0	1	0	2	0	72	1	0	73	0	0	0	0	0	144
7:15 AM	0	101	0	0	101	0	0	0	0	0	0	58	0	0	58	0	0	0	0	0	159
7:30 AM	0	90	0	0	90	0	0	0	0	0	0	65	1	1	67	0	0	0	0	0	157
7:45 AM	0	101	0	0	101	0	0	0	0	0	0	85	0	0	85	0	0	0	0	0	186
Hourly Total	0	361	0	0	361	1	0	1	0	2	0	280	2	1	283	0	0	0	0	0	646
8:00 AM	3	86	0	0	89	0	0	2	0	2	0	94	0	0	94	0	0	0	0	0	185
8:15 AM	0	121	0	0	121	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	216
8:30 AM	0	100	0	1	101	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	188
8:45 AM	0	91	0	0	91	0	0	0	0	0	0	105	1	0	106	0	0	0	0	0	197
Hourly Total	3	398	0	1	402	0	0	2	0	2	0	381	1	0	382	0	0	0	0	0	786
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	1	106	0	0	107	0	0	1	0	1	0	121	0	0	121	0	0	0	0	0	229
4:15 PM	2	101	0	0	103	1	0	1	0	2	0	128	1	0	129	0	0	0	0	0	234
4:30 PM	0	99	0	0	99	0	0	2	0	2	0	139	0	0	139	0	0	0	0	0	240
4:45 PM	0	110	0	0	110	0	0	0	0	0	0	158	0	0	158	0	0	0	0	0	268
Hourly Total	3	416	0	0	419	1	0	4	0	5	0	546	1	0	547	0	0	0	0	0	971
5:00 PM	1	93	0	0	94	0	0	0	0	0	0	142	0	0	142	0	0	0	0	0	236
5:15 PM	0	110	0	0	110	0	0	0	0	0	0	135	1	0	136	0	0	0	0	0	246
5:30 PM	0	106	0	0	106	2	0	1	0	3	0	122	4	0	126	0	0	0	0	0	235
5:45 PM	2	104	0	0	106	0	0	0	0	0	0	138	4	0	142	0	0	0	0	0	248
Hourly Total	3	413	0	0	416	2	0	1	0	3	0	537	9	0	546	0	0	0	0	0	965
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	9	1588	0	1	1598	4	0	8	0	12	0	1744	13	1	1758	0	0	0	0	0	3368
Approach %	0.6	99.4	0.0	0.1	-	33.3	0.0	66.7	0.0	-	0.0	99.2	0.7	0.1	-	0.0	0.0	0.0	0.0	-	-
Total %	0.3	47.1	0.0	0.0	47.4	0.1	0.0	0.2	0.0	0.4	0.0	51.8	0.4	0.0	52.2	0.0	0.0	0.0	0.0	0.0	-
Lights	9	1555	0	1	1565	4	0	8	0	12	0	1688	13	1	1702	0	0	0	0	0	3279
% Lights	100.0	97.9	-	100.0	97.9	100.0	-	100.0	-	100.0	-	96.8	100.0	100.0	96.8	-	-	-	-	-	97.4
Mediums	0	31	0	0	31	0	0	0	0	0	0	52	0	0	52	0	0	0	0	0	83
% Mediums	0.0	2.0	-	0.0	1.9	0.0	-	0.0	-	0.0	-	3.0	0.0	0.0	3.0	-	-	-	-	-	2.5
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
% Articulated Trucks	0.0	0.1	-	0.0	0.1	0.0	-	0.0	-	0.0	-	0.2	0.0	0.0	0.2	-	-	-	-	-	0.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ JORDAN LN
Site Code:
Start Date: 11/03/2021
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ JORDAN LN
Site Code:
Start Date: 11/03/2021

Turning Movement Peak Hour Data (8:00 AM)

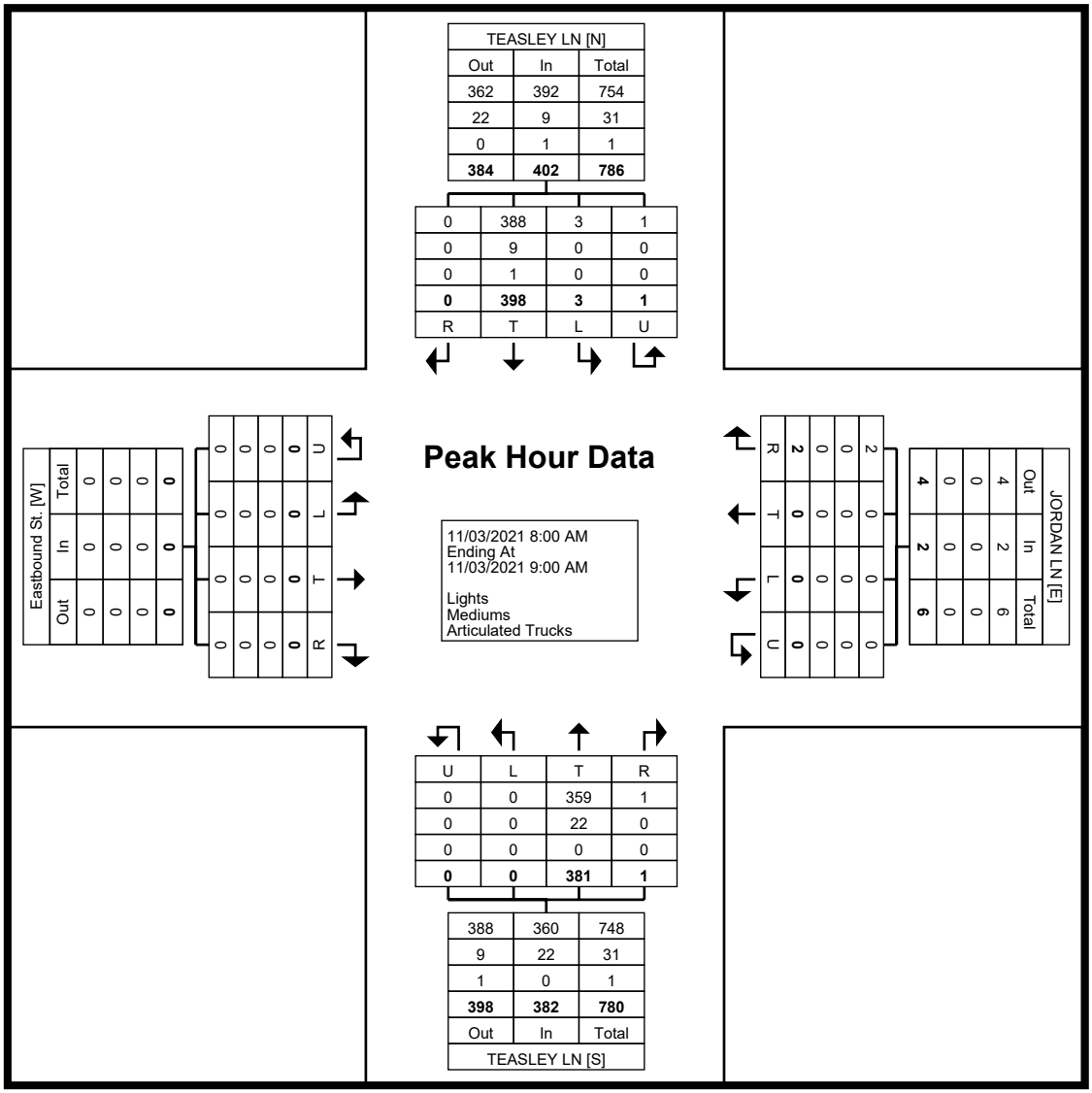
Start Time	TEASLEY LN Southbound					JORDAN LN Westbound					TEASLEY LN Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
8:00 AM	3	86	0	0	89	0	0	2	0	2	0	94	0	0	94	0	0	0	0	0	185
8:15 AM	0	121	0	0	121	0	0	0	0	0	0	95	0	0	95	0	0	0	0	0	216
8:30 AM	0	100	0	1	101	0	0	0	0	0	0	87	0	0	87	0	0	0	0	0	188
8:45 AM	0	91	0	0	91	0	0	0	0	0	0	105	1	0	106	0	0	0	0	0	197
Total	3	398	0	1	402	0	0	2	0	2	0	381	1	0	382	0	0	0	0	0	786
Approach %	0.7	99.0	0.0	0.2	-	0.0	0.0	100.0	0.0	-	0.0	99.7	0.3	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.4	50.6	0.0	0.1	51.1	0.0	0.0	0.3	0.0	0.3	0.0	48.5	0.1	0.0	48.6	0.0	0.0	0.0	0.0	0.0	-
PHF	0.250	0.822	0.000	0.250	0.831	0.000	0.000	0.250	0.000	0.250	0.000	0.907	0.250	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.910
Lights	3	388	0	1	392	0	0	2	0	2	0	359	1	0	360	0	0	0	0	0	754
% Lights	100.0	97.5	-	100.0	97.5	-	-	100.0	-	100.0	-	94.2	100.0	-	94.2	-	-	-	-	-	95.9
Mediums	0	9	0	0	9	0	0	0	0	0	0	22	0	0	22	0	0	0	0	0	31
% Mediums	0.0	2.3	-	0.0	2.2	-	-	0.0	-	0.0	-	5.8	0.0	-	5.8	-	-	-	-	-	3.9
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	0.3	-	0.0	0.2	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	-	-	-	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ JORDAN LN
Site Code:
Start Date: 11/03/2021
Page No: 4



Turning Movement Peak Hour Data Plot (8:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ JORDAN LN
Site Code:
Start Date: 11/03/2021

Turning Movement Peak Hour Data (4:30 PM)

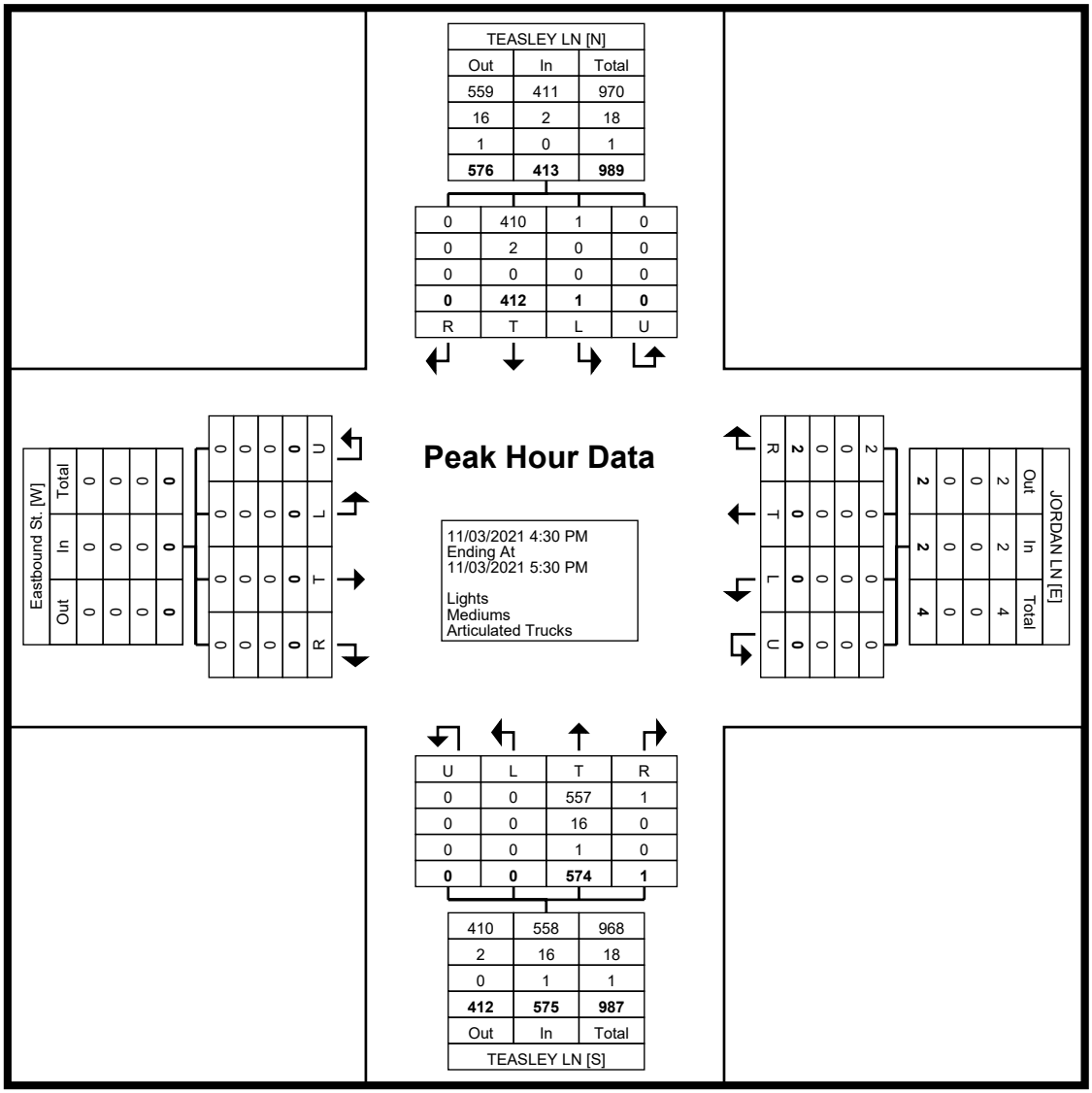
Start Time	TEASLEY LN Southbound					JORDAN LN Westbound					TEASLEY LN Northbound					Eastbound St. Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	0	99	0	0	99	0	0	2	0	2	0	139	0	0	139	0	0	0	0	0	240
4:45 PM	0	110	0	0	110	0	0	0	0	0	0	158	0	0	158	0	0	0	0	0	268
5:00 PM	1	93	0	0	94	0	0	0	0	0	0	142	0	0	142	0	0	0	0	0	236
5:15 PM	0	110	0	0	110	0	0	0	0	0	0	135	1	0	136	0	0	0	0	0	246
Total	1	412	0	0	413	0	0	2	0	2	0	574	1	0	575	0	0	0	0	0	990
Approach %	0.2	99.8	0.0	0.0	-	0.0	0.0	100.0	0.0	-	0.0	99.8	0.2	0.0	-	0.0	0.0	0.0	0.0	-	-
Total %	0.1	41.6	0.0	0.0	41.7	0.0	0.0	0.2	0.0	0.2	0.0	58.0	0.1	0.0	58.1	0.0	0.0	0.0	0.0	0.0	-
PHF	0.250	0.936	0.000	0.000	0.939	0.000	0.000	0.250	0.000	0.250	0.000	0.908	0.250	0.000	0.910	0.000	0.000	0.000	0.000	0.000	0.924
Lights	1	410	0	0	411	0	0	2	0	2	0	557	1	0	558	0	0	0	0	0	971
% Lights	100.0	99.5	-	-	99.5	-	-	100.0	-	100.0	-	97.0	100.0	-	97.0	-	-	-	-	-	98.1
Mediums	0	2	0	0	2	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	18
% Mediums	0.0	0.5	-	-	0.5	-	-	0.0	-	0.0	-	2.8	0.0	-	2.8	-	-	-	-	-	1.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Articulated Trucks	0.0	0.0	-	-	0.0	-	-	0.0	-	0.0	-	0.2	0.0	-	0.2	-	-	-	-	-	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ JORDAN LN
Site Code:
Start Date: 11/03/2021
Page No: 6



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ SPROUTS DWY
Site Code:
Start Date: 11/03/2021
Page No: 1

Turning Movement Data

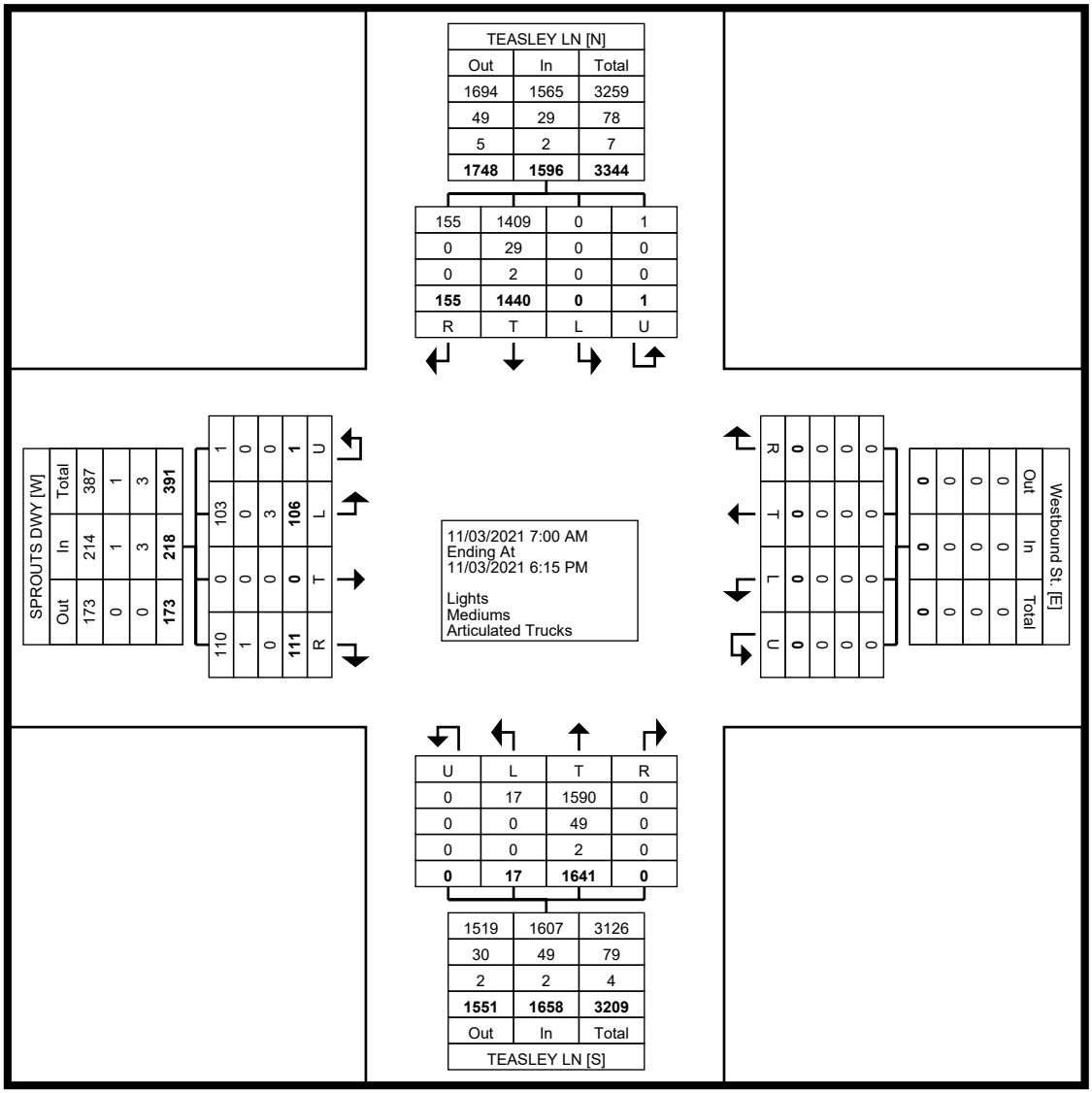
Start Time	TEASLEY LN Southbound					Westbound St. Westbound					TEASLEY LN Northbound					SPROUTS DWY Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	0	62	7	0	69	0	0	0	0	0	0	64	0	0	64	6	0	6	0	12	145
7:15 AM	0	95	7	0	102	0	0	0	0	0	0	51	0	0	51	6	0	6	0	12	165
7:30 AM	0	78	14	0	92	0	0	0	0	0	1	58	0	0	59	10	0	11	0	21	172
7:45 AM	0	89	11	0	100	0	0	0	0	0	0	78	0	0	78	7	0	8	0	15	193
Hourly Total	0	324	39	0	363	0	0	0	0	0	1	251	0	0	252	29	0	31	0	60	675
8:00 AM	0	75	8	0	83	0	0	0	0	0	0	83	0	0	83	7	0	8	0	15	181
8:15 AM	0	115	9	0	124	0	0	0	0	0	1	90	0	0	91	5	0	7	0	12	227
8:30 AM	0	78	9	1	88	0	0	0	0	0	1	82	0	0	83	6	0	6	0	12	183
8:45 AM	0	93	11	0	104	0	0	0	0	0	0	102	0	0	102	3	0	4	0	7	213
Hourly Total	0	361	37	1	399	0	0	0	0	0	2	357	0	0	359	21	0	25	0	46	804
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	95	12	0	107	0	0	0	0	0	3	115	0	0	118	8	0	10	1	19	244
4:15 PM	0	94	8	0	102	0	0	0	0	0	2	119	0	0	121	10	0	6	0	16	239
4:30 PM	0	87	11	0	98	0	0	0	0	0	2	139	0	0	141	4	0	8	0	12	251
4:45 PM	0	101	10	0	111	0	0	0	0	0	0	152	0	0	152	4	0	12	0	16	279
Hourly Total	0	377	41	0	418	0	0	0	0	0	7	525	0	0	532	26	0	36	1	63	1013
5:00 PM	0	87	7	0	94	0	0	0	0	0	1	133	0	0	134	7	0	4	0	11	239
5:15 PM	0	97	12	0	109	0	0	0	0	0	2	127	0	0	129	9	0	6	0	15	253
5:30 PM	0	96	11	0	107	0	0	0	0	0	2	120	0	0	122	3	0	4	0	7	236
5:45 PM	0	98	8	0	106	0	0	0	0	0	2	128	0	0	130	11	0	5	0	16	252
Hourly Total	0	378	38	0	416	0	0	0	0	0	7	508	0	0	515	30	0	19	0	49	980
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	1440	155	1	1596	0	0	0	0	0	17	1641	0	0	1658	106	0	111	1	218	3472
Approach %	0.0	90.2	9.7	0.1	-	0.0	0.0	0.0	0.0	-	1.0	99.0	0.0	0.0	-	48.6	0.0	50.9	0.5	-	-
Total %	0.0	41.5	4.5	0.0	46.0	0.0	0.0	0.0	0.0	0.0	0.5	47.3	0.0	0.0	47.8	3.1	0.0	3.2	0.0	6.3	-
Lights	0	1409	155	1	1565	0	0	0	0	0	17	1590	0	0	1607	103	0	110	1	214	3386
% Lights	-	97.8	100.0	100.0	98.1	-	-	-	-	-	100.0	96.9	-	-	96.9	97.2	-	99.1	100.0	98.2	97.5
Mediums	0	29	0	0	29	0	0	0	0	0	0	49	0	0	49	0	0	1	0	1	79
% Mediums	-	2.0	0.0	0.0	1.8	-	-	-	-	-	0.0	3.0	-	-	3.0	0.0	-	0.9	0.0	0.5	2.3
Articulated Trucks	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	3	0	0	0	3	7
% Articulated Trucks	-	0.1	0.0	0.0	0.1	-	-	-	-	-	0.0	0.1	-	-	0.1	2.8	-	0.0	0.0	1.4	0.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ SPROUTS DWY
Site Code:
Start Date: 11/03/2021
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ SPROUTS DWY
Site Code:
Start Date: 11/03/2021

Turning Movement Peak Hour Data (8:00 AM)

Start Time	TEASLEY LN Southbound					Westbound St. Westbound					TEASLEY LN Northbound					SPROUTS DWY Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
8:00 AM	0	75	8	0	83	0	0	0	0	0	0	83	0	0	83	7	0	8	0	15	181
8:15 AM	0	115	9	0	124	0	0	0	0	0	1	90	0	0	91	5	0	7	0	12	227
8:30 AM	0	78	9	1	88	0	0	0	0	0	1	82	0	0	83	6	0	6	0	12	183
8:45 AM	0	93	11	0	104	0	0	0	0	0	0	102	0	0	102	3	0	4	0	7	213
Total	0	361	37	1	399	0	0	0	0	0	2	357	0	0	359	21	0	25	0	46	804
Approach %	0.0	90.5	9.3	0.3	-	0.0	0.0	0.0	0.0	-	0.6	99.4	0.0	0.0	-	45.7	0.0	54.3	0.0	-	-
Total %	0.0	44.9	4.6	0.1	49.6	0.0	0.0	0.0	0.0	0.0	0.2	44.4	0.0	0.0	44.7	2.6	0.0	3.1	0.0	5.7	-
PHF	0.000	0.785	0.841	0.250	0.804	0.000	0.000	0.000	0.000	0.000	0.500	0.875	0.000	0.000	0.880	0.750	0.000	0.781	0.000	0.767	0.885
Lights	0	351	37	1	389	0	0	0	0	0	2	336	0	0	338	20	0	25	0	45	772
% Lights	-	97.2	100.0	100.0	97.5	-	-	-	-	-	100.0	94.1	-	-	94.2	95.2	-	100.0	-	97.8	96.0
Mediums	0	9	0	0	9	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	30
% Mediums	-	2.5	0.0	0.0	2.3	-	-	-	-	-	0.0	5.9	-	-	5.8	0.0	-	0.0	-	0.0	3.7
Articulated Trucks	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	2
% Articulated Trucks	-	0.3	0.0	0.0	0.3	-	-	-	-	-	0.0	0.0	-	-	0.0	4.8	-	0.0	-	2.2	0.2

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ SPROUTS DWY
Site Code:
Start Date: 11/03/2021
Page No: 4

TEASLEY LN [N]		
Out	In	Total
357	389	746
21	9	30
1	1	2
379	**399**	**778**

37	351	0	1
0	9	0	0
0	1	0	0
37	**361**	**0**	**1**
R	T	L	U

SPROUTS DWY [W]		
Out	In	Total
39	45	84
0	0	0
0	1	1
39	**46**	**85**

0	0	0	**0**	U
20	0	1	**21**	L
0	0	0	**0**	T
25	0	0	**25**	R

Peak Hour Data

11/03/2021 8:00 AM
Ending At
11/03/2021 9:00 AM

Lights
Mediums
Articulated Trucks

R	**0**	0	0	0
T	**0**	0	0	0
L	**0**	0	0	0
U	**0**	0	0	0

Westbound St. [E]		
Out	In	Total
0	0	**0**
0	0	**0**
0	0	**0**
0	0	**0**

U	L	T	R
0	2	336	0
0	0	21	0
0	0	0	0
0	**2**	**357**	**0**

376	338	714
9	21	30
1	0	1
386	**359**	**745**
Out	In	Total
TEASLEY LN [S]		

Turning Movement Peak Hour Data Plot (8:00 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ SPROUTS DWY
Site Code:
Start Date: 11/03/2021

Turning Movement Peak Hour Data (4:30 PM)

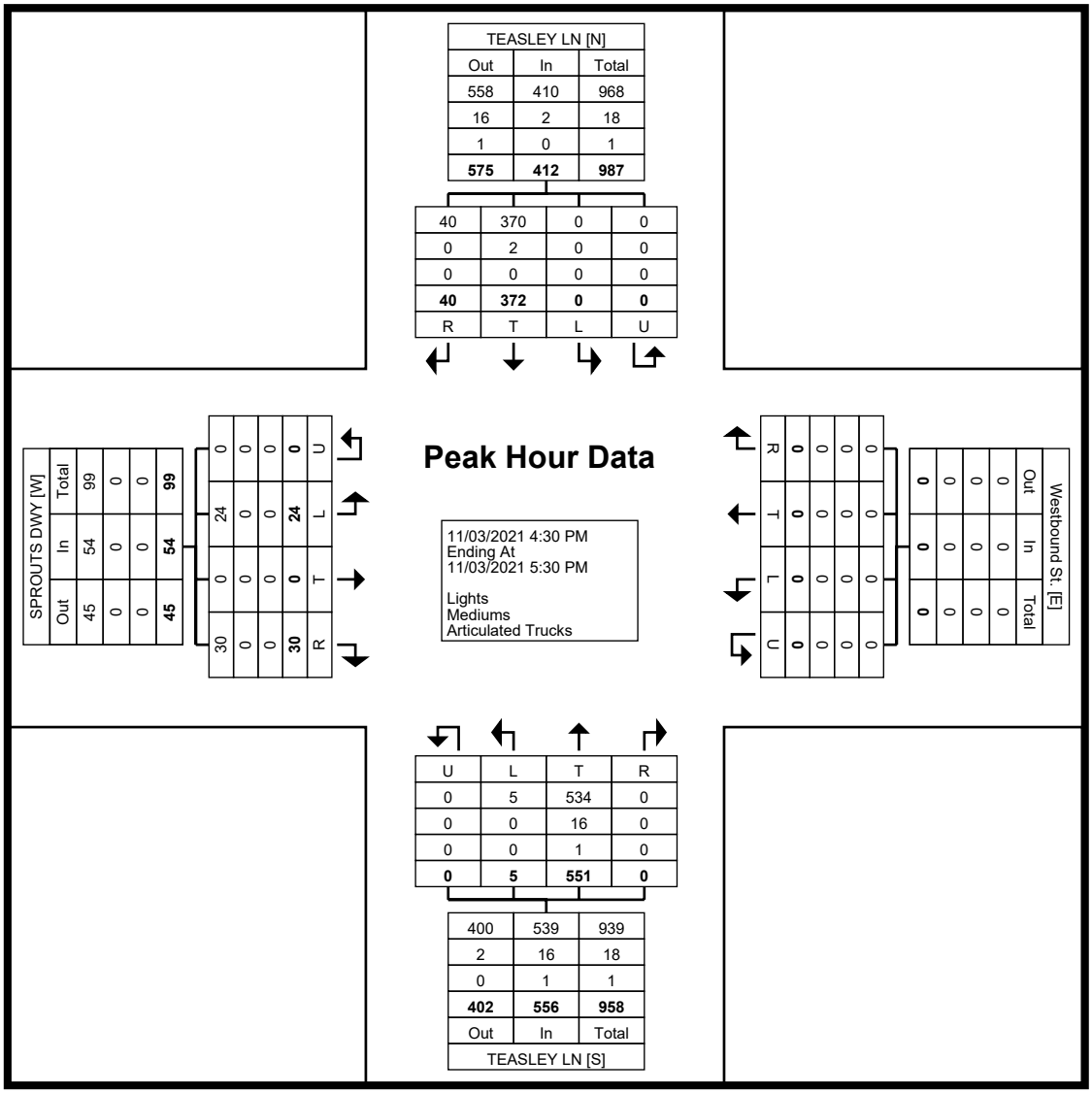
Start Time	TEASLEY LN Southbound					Westbound St. Westbound					TEASLEY LN Northbound					SPROUTS DWY Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
4:30 PM	0	87	11	0	98	0	0	0	0	0	2	139	0	0	141	4	0	8	0	12	251
4:45 PM	0	101	10	0	111	0	0	0	0	0	0	152	0	0	152	4	0	12	0	16	279
5:00 PM	0	87	7	0	94	0	0	0	0	0	1	133	0	0	134	7	0	4	0	11	239
5:15 PM	0	97	12	0	109	0	0	0	0	0	2	127	0	0	129	9	0	6	0	15	253
Total	0	372	40	0	412	0	0	0	0	0	5	551	0	0	556	24	0	30	0	54	1022
Approach %	0.0	90.3	9.7	0.0	-	0.0	0.0	0.0	0.0	-	0.9	99.1	0.0	0.0	-	44.4	0.0	55.6	0.0	-	-
Total %	0.0	36.4	3.9	0.0	40.3	0.0	0.0	0.0	0.0	0.0	0.5	53.9	0.0	0.0	54.4	2.3	0.0	2.9	0.0	5.3	-
PHF	0.000	0.921	0.833	0.000	0.928	0.000	0.000	0.000	0.000	0.000	0.625	0.906	0.000	0.000	0.914	0.667	0.000	0.625	0.000	0.844	0.916
Lights	0	370	40	0	410	0	0	0	0	0	5	534	0	0	539	24	0	30	0	54	1003
% Lights	-	99.5	100.0	-	99.5	-	-	-	-	-	100.0	96.9	-	-	96.9	100.0	-	100.0	-	100.0	98.1
Mediums	0	2	0	0	2	0	0	0	0	0	0	16	0	0	16	0	0	0	0	0	18
% Mediums	-	0.5	0.0	-	0.5	-	-	-	-	-	0.0	2.9	-	-	2.9	0.0	-	0.0	-	0.0	1.8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	-	-	-	-	0.0	0.2	-	-	0.2	0.0	-	0.0	-	0.0	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: TEASLEY LN @ SPROUTS DWY
Site Code:
Start Date: 11/03/2021
Page No: 6



Turning Movement Peak Hour Data Plot (4:30 PM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ SPROUTS W DWY
Site Code:
Start Date: 11/03/2021
Page No: 1

Turning Movement Data

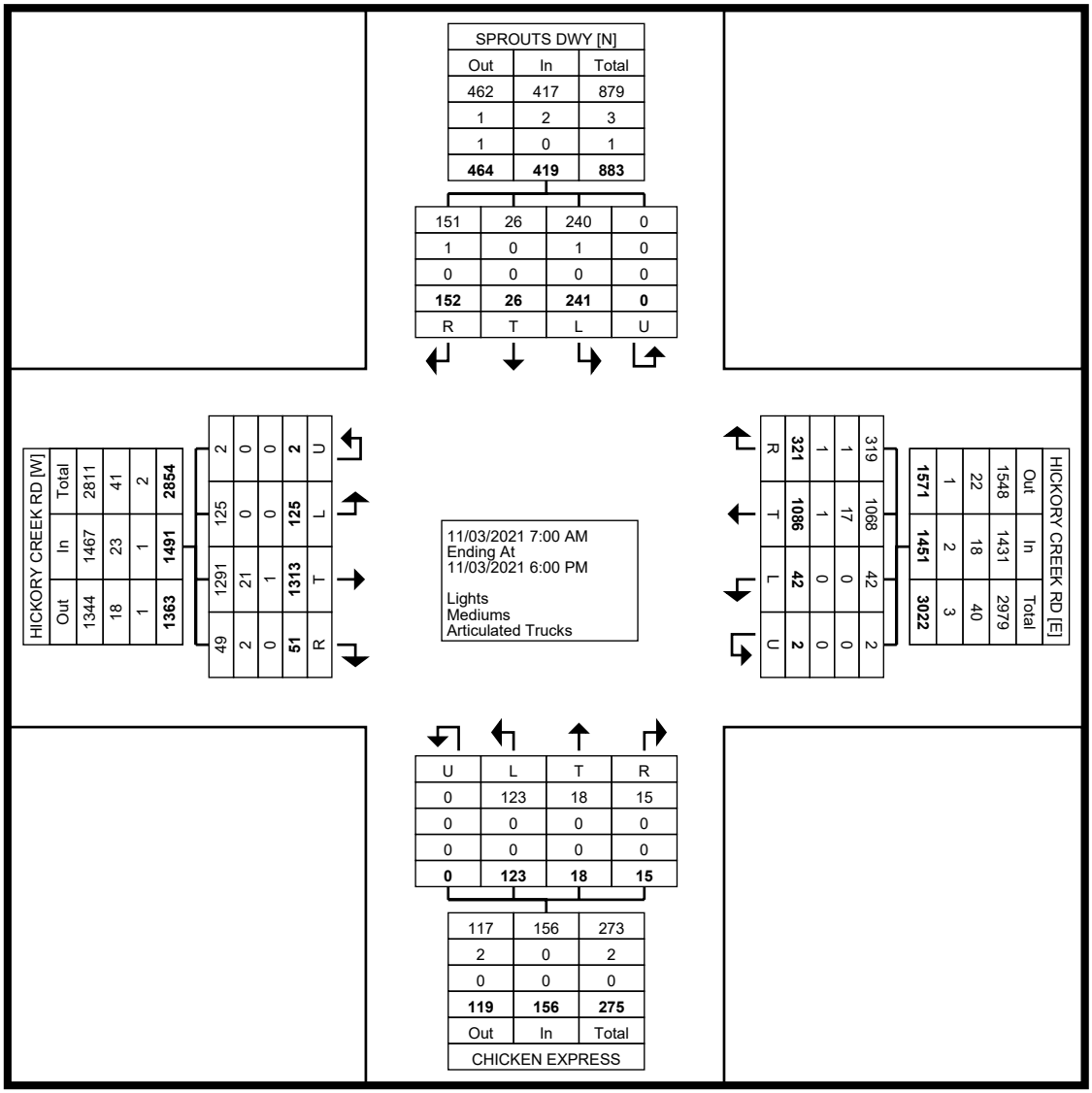
Start Time	SPROUTS DWY Southbound					HICKORY CREEK RD Westbound					CHICKEN EXPRESS DWY Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:00 AM	5	1	2	0	8	0	48	12	0	60	2	0	0	0	2	2	62	2	0	66	136
7:15 AM	4	1	6	0	11	0	59	10	0	69	6	1	0	0	7	6	92	4	1	103	190
7:30 AM	5	0	4	0	9	2	41	14	0	57	3	0	1	0	4	7	126	5	0	138	208
7:45 AM	15	2	3	0	20	1	48	20	0	69	3	2	0	0	5	9	108	0	0	117	211
Hourly Total	29	4	15	0	48	3	196	56	0	255	14	3	1	0	18	24	388	11	1	424	745
8:00 AM	20	2	8	0	30	1	57	27	0	85	2	1	2	0	5	11	90	2	0	103	223
8:15 AM	15	2	2	0	19	0	51	25	0	76	4	0	0	0	4	14	67	1	0	82	181
8:30 AM	16	1	11	0	28	0	43	9	0	52	5	0	1	0	6	5	75	3	1	84	170
8:45 AM	16	2	6	0	24	2	65	15	1	83	7	0	0	0	7	6	59	2	0	67	181
Hourly Total	67	7	27	0	101	3	216	76	1	296	18	1	3	0	22	36	291	8	1	336	755
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	21	2	13	0	36	6	67	19	0	92	9	3	1	0	13	3	83	5	0	91	232
4:15 PM	17	2	12	0	31	4	75	33	1	113	12	1	0	0	13	13	62	2	0	77	234
4:30 PM	15	1	19	0	35	2	75	17	0	94	16	2	1	0	19	7	77	4	0	88	236
4:45 PM	17	1	8	0	26	5	83	26	0	114	9	1	1	0	11	9	82	2	0	93	244
Hourly Total	70	6	52	0	128	17	300	95	1	413	46	7	3	0	56	32	304	13	0	349	946
5:00 PM	23	4	12	0	39	3	91	33	0	127	10	1	1	0	12	7	84	4	0	95	273
5:15 PM	26	2	17	0	45	6	96	22	0	124	11	0	2	0	13	11	79	6	0	96	278
5:30 PM	11	1	11	0	23	3	99	22	0	124	13	2	1	0	16	3	80	5	0	88	251
5:45 PM	15	2	18	0	35	7	88	17	0	112	11	4	4	0	19	12	87	4	0	103	269
Hourly Total	75	9	58	0	142	19	374	94	0	487	45	7	8	0	60	33	330	19	0	382	1071
Grand Total	241	26	152	0	419	42	1086	321	2	1451	123	18	15	0	156	125	1313	51	2	1491	3517
Approach %	57.5	6.2	36.3	0.0	-	2.9	74.8	22.1	0.1	-	78.8	11.5	9.6	0.0	-	8.4	88.1	3.4	0.1	-	-
Total %	6.9	0.7	4.3	0.0	11.9	1.2	30.9	9.1	0.1	41.3	3.5	0.5	0.4	0.0	4.4	3.6	37.3	1.5	0.1	42.4	-
Lights	240	26	151	0	417	42	1068	319	2	1431	123	18	15	0	156	125	1291	49	2	1467	3471
% Lights	99.6	100.0	99.3	-	99.5	100.0	98.3	99.4	100.0	98.6	100.0	100.0	100.0	-	100.0	100.0	98.3	96.1	100.0	98.4	98.7
Mediums	1	0	1	0	2	0	17	1	0	18	0	0	0	0	0	0	21	2	0	23	43
% Mediums	0.4	0.0	0.7	-	0.5	0.0	1.6	0.3	0.0	1.2	0.0	0.0	0.0	-	0.0	0.0	1.6	3.9	0.0	1.5	1.2
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	3
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.1	0.3	0.0	0.1	0.0	0.0	0.0	-	0.0	0.0	0.1	0.0	0.0	0.1	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ SPROUTS W DWY
Site Code:
Start Date: 11/03/2021
Page No: 2



Turning Movement Data Plot

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ SPROUTS W DWY
Site Code:
Start Date: 11/03/2021
Page No: 3

Turning Movement Peak Hour Data (7:15 AM)

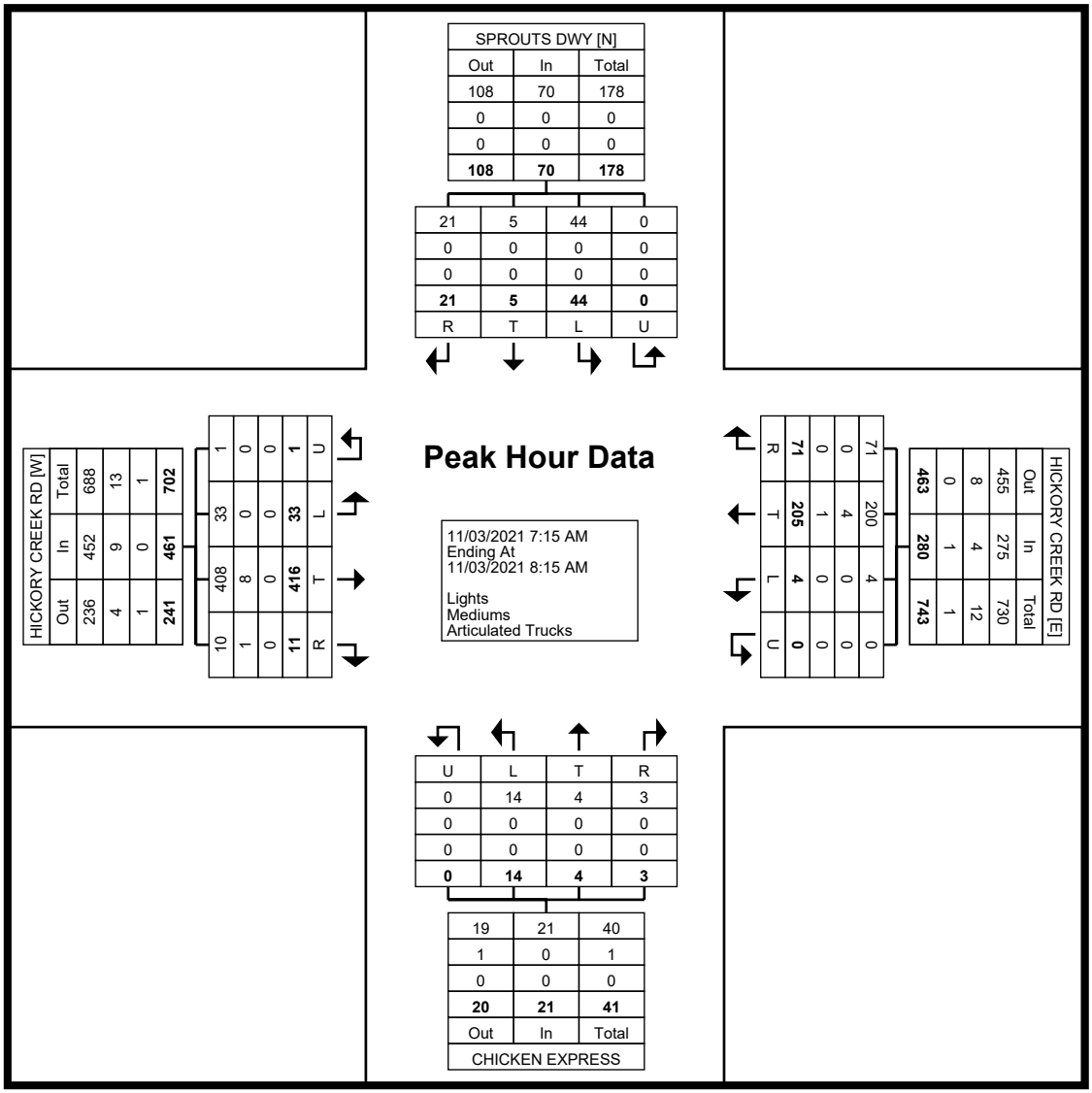
Start Time	SPROUTS DWY Southbound					HICKORY CREEK RD Westbound					CHICKEN EXPRESS DWY Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
7:15 AM	4	1	6	0	11	0	59	10	0	69	6	1	0	0	7	6	92	4	1	103	190
7:30 AM	5	0	4	0	9	2	41	14	0	57	3	0	1	0	4	7	126	5	0	138	208
7:45 AM	15	2	3	0	20	1	48	20	0	69	3	2	0	0	5	9	108	0	0	117	211
8:00 AM	20	2	8	0	30	1	57	27	0	85	2	1	2	0	5	11	90	2	0	103	223
Total	44	5	21	0	70	4	205	71	0	280	14	4	3	0	21	33	416	11	1	461	832
Approach %	62.9	7.1	30.0	0.0	-	1.4	73.2	25.4	0.0	-	66.7	19.0	14.3	0.0	-	7.2	90.2	2.4	0.2	-	-
Total %	5.3	0.6	2.5	0.0	8.4	0.5	24.6	8.5	0.0	33.7	1.7	0.5	0.4	0.0	2.5	4.0	50.0	1.3	0.1	55.4	-
PHF	0.550	0.625	0.656	0.000	0.583	0.500	0.869	0.657	0.000	0.824	0.583	0.500	0.375	0.000	0.750	0.750	0.825	0.550	0.250	0.835	0.933
Lights	44	5	21	0	70	4	200	71	0	275	14	4	3	0	21	33	408	10	1	452	818
% Lights	100.0	100.0	100.0	-	100.0	100.0	97.6	100.0	-	98.2	100.0	100.0	100.0	-	100.0	100.0	98.1	90.9	100.0	98.0	98.3
Mediums	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8	1	0	9	13
% Mediums	0.0	0.0	0.0	-	0.0	0.0	2.0	0.0	-	1.4	0.0	0.0	0.0	-	0.0	0.0	1.9	9.1	0.0	2.0	1.6
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.5	0.0	-	0.4	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0	0.1

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ SPROUTS W DWY
Site Code:
Start Date: 11/03/2021
Page No: 4



Turning Movement Peak Hour Data Plot (7:15 AM)

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ SPROUTS W DWY
Site Code:
Start Date: 11/03/2021
Page No: 5

Turning Movement Peak Hour Data (5:00 PM)

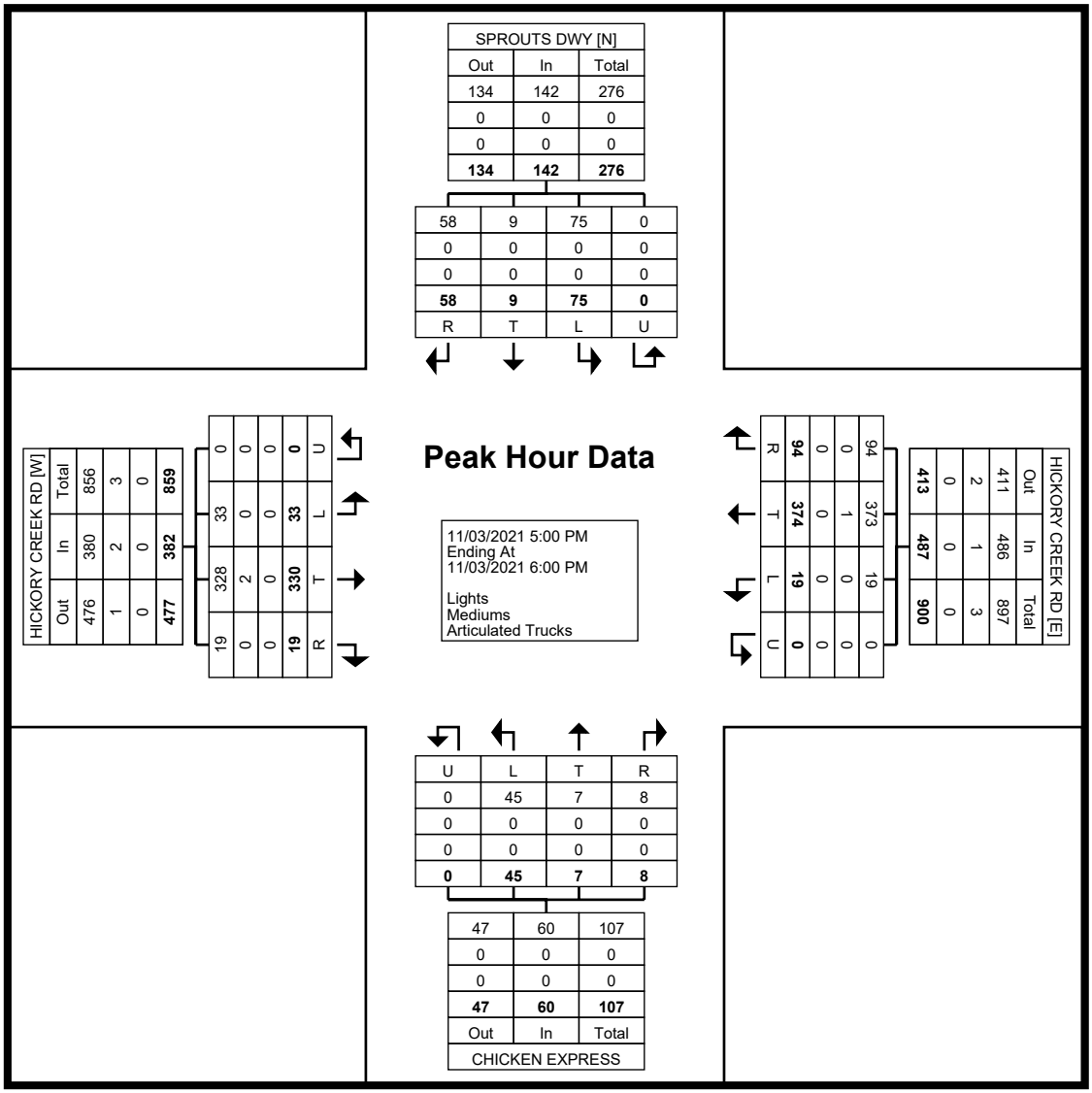
Start Time	SPROUTS DWY Southbound					HICKORY CREEK RD Westbound					CHICKEN EXPRESS DWY Northbound					HICKORY CREEK RD Eastbound					
	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Left	Thru	Right	U-Turn	App. Total	Int. Total
5:00 PM	23	4	12	0	39	3	91	33	0	127	10	1	1	0	12	7	84	4	0	95	273
5:15 PM	26	2	17	0	45	6	96	22	0	124	11	0	2	0	13	11	79	6	0	96	278
5:30 PM	11	1	11	0	23	3	99	22	0	124	13	2	1	0	16	3	80	5	0	88	251
5:45 PM	15	2	18	0	35	7	88	17	0	112	11	4	4	0	19	12	87	4	0	103	269
Total	75	9	58	0	142	19	374	94	0	487	45	7	8	0	60	33	330	19	0	382	1071
Approach %	52.8	6.3	40.8	0.0	-	3.9	76.8	19.3	0.0	-	75.0	11.7	13.3	0.0	-	8.6	86.4	5.0	0.0	-	-
Total %	7.0	0.8	5.4	0.0	13.3	1.8	34.9	8.8	0.0	45.5	4.2	0.7	0.7	0.0	5.6	3.1	30.8	1.8	0.0	35.7	-
PHF	0.721	0.563	0.806	0.000	0.789	0.679	0.944	0.712	0.000	0.959	0.865	0.438	0.500	0.000	0.789	0.688	0.948	0.792	0.000	0.927	0.963
Lights	75	9	58	0	142	19	373	94	0	486	45	7	8	0	60	33	328	19	0	380	1068
% Lights	100.0	100.0	100.0	-	100.0	100.0	99.7	100.0	-	99.8	100.0	100.0	100.0	-	100.0	100.0	99.4	100.0	-	99.5	99.7
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
% Mediums	0.0	0.0	0.0	-	0.0	0.0	0.3	0.0	-	0.2	0.0	0.0	0.0	-	0.0	0.0	0.6	0.0	-	0.5	0.3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Articulated Trucks	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	0.0

GRAM Traffic NTX Inc.

1120 W. Lovers Lane

Arlington, Texas, United States 76013
817.265.8968

Count Name: HICKORY CREEK RD @ SPROUTS W DWY
Site Code:
Start Date: 11/03/2021
Page No: 6



Turning Movement Peak Hour Data Plot (5:00 PM)

TEASLEY LN NORTH OF SPROUTS FARMERS MARKET

Start Date: 11/3/2021
Start Time: 12:00 AM
Site Code: 851

Collected by: Gram Traffic NTX Inc.
Ordered by: Christy Lambeth

Start Time	Northbound		Southbound	
	15 Min Total	Hour Total	15 Min Total	Hour Total
12:00 AM	16		6	
12:15 AM	7		6	
12:30 AM	3		11	
12:45 AM	11	37	6	29
01:00 AM	4	25	1	24
01:15 AM	6	24	3	21
01:30 AM	7	28	9	19
01:45 AM	4	21	3	16
02:00 AM	1	18	1	16
02:15 AM	5	17	4	17
02:30 AM	4	14	3	11
02:45 AM	3	13	4	12
03:00 AM	2	14	4	15
03:15 AM	2	11	5	16
03:30 AM	4	11	3	16
03:45 AM	2	10	0	12
04:00 AM	5	13	3	11
04:15 AM	3	14	8	14
04:30 AM	6	16	10	21
04:45 AM	7	21	14	35
05:00 AM	6	22	18	50
05:15 AM	11	30	11	53
05:30 AM	19	43	22	65
05:45 AM	22	58	33	84
06:00 AM	20	72	38	104
06:15 AM	31	92	32	125
06:30 AM	36	109	52	155
06:45 AM	78	165	65	187
07:00 AM	70	215	78	227
07:15 AM	59	243	94	289
07:30 AM	66	273	92	329
07:45 AM	86	281	107	371
08:00 AM	101	312	93	386
08:15 AM	96	349	116	408
08:30 AM	91	374	106	**422**
08:45 AM	108	**396**	82	397
09:00 AM	86	381	78	382
09:15 AM	82	367	79	345
09:30 AM	86	362	86	325
09:45 AM	84	338	76	319
10:00 AM	68	320	74	315
10:15 AM	76	314	75	311
10:30 AM	72	300	78	303
10:45 AM	88	304	58	285
11:00 AM	82	318	94	305
11:15 AM	90	332	116	346
11:30 AM	112	372	92	360
11:45 AM	104	388	84	386

Start Time	Northbound		Southbound	
	15 Min Total	Hour Total	15 Min Total	Hour Total
12:00 PM	100	406	104	396
12:15 PM	98	414	100	380
12:30 PM	110	412	102	390
12:45 PM	108	416	85	391
01:00 PM	100	416	88	375
01:15 PM	104	422	101	376
01:30 PM	88	400	108	382
01:45 PM	103	395	90	387
02:00 PM	112	407	92	391
02:15 PM	116	419	102	392
02:30 PM	96	427	91	375
02:45 PM	100	424	88	373
03:00 PM	86	398	108	389
03:15 PM	147	429	119	406
03:30 PM	122	455	105	420
03:45 PM	110	465	115	447
04:00 PM	116	495	112	**451**
04:15 PM	140	488	100	432
04:30 PM	140	506	96	423
04:45 PM	160	556	102	410
05:00 PM	143	**583**	98	396
05:15 PM	136	579	108	404
05:30 PM	121	560	107	415
05:45 PM	136	536	107	420
06:00 PM	134	527	112	434
06:15 PM	138	529	112	438
06:30 PM	112	520	96	427
06:45 PM	114	498	92	412
07:00 PM	103	467	95	395
07:15 PM	114	443	90	373
07:30 PM	68	399	88	365
07:45 PM	82	367	56	329
08:00 PM	52	316	50	284
08:15 PM	62	264	53	247
08:30 PM	66	262	44	203
08:45 PM	75	255	53	200
09:00 PM	48	251	41	191
09:15 PM	46	235	46	184
09:30 PM	42	211	42	182
09:45 PM	38	174	34	163
10:00 PM	26	152	30	152
10:15 PM	30	136	28	134
10:30 PM	24	118	20	112
10:45 PM	22	102	16	94
11:00 PM	20	96	11	75
11:15 PM	14	80	16	63
11:30 PM	17	73	8	51
11:45 PM	16	67	7	42

NB	6,287	SB	5,801
Total: 12,088			

Appendix C
Historical Traffic Volumes

COVID Adjustment Factor

Teasley Lane, North of Hickory Creek Road

	2019 TxDOT Link Count (EB + WB)	2021 Counts (EB + WB)	Difference	% Difference	COVID Factor
AM	1,080	700	-380	-54.29%	1.54
(PM)	(1,344)	(1,230)	-(114)	-9.27%	1.09

Teasley Lane, South of Hickory Creek Raod

	2019 TxDOT Link Count (EB + WB)	2021 Counts (EB + WB)	Difference	% Difference	COVID Factor
AM	1,202	858	-344	-40.09%	1.40
(PM)	(1,307)	(1,152)	-(155)	-13.45%	1.13

COVID Factor Used in TIA:

AM - 1.4

PM - 1.1

Average AM: **1.47**

Average PM: **1.11**

Appendix D
Trip Generation

Trip Generation, 11th Edition

ITE #	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
221	Multifamily Housing (Mid-Rise) (4 Stories)	95 Units	407	30	7	23	37	23	14
937	Coffee/Donut Shop with Drive-Through Window	2,460 SF	1,313	211	108	103	96	48	48
948	Automated Car Wash (Tunnels)	1 Car Wash Tunnels	--	--	--	--	78	40	38
		Total:	**1,720**	**241**	**115**	**126**	**211**	**111**	**100**
	Internal Capture (AM = 8%, PM = 10%):		--	20	10	10	22	11	11
		Trips to Site:	**--**	**221**	**105**	**116**	**189**	**100**	**89**
	Pass-by Trips (AM = 45%, PM = 22%):		--	100	50	50	42	21	21
		New Trips to Site:	**--**	**121**	**55**	**66**	**147**	**79**	**68**

Shown for reference only to compare fast food trip gen with coffee shop:

934	Fast Food Restaurant with Drive-Through Windov	2,460 SF	1,150	110	56	54	81	42	39

Combined Trips per Use Type - For NCHRP Internal Capture Worksheet

	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Restaurant	2,460 SF	1,313	211	108	103	96	48	48
	Residential	95 Units	407	30	7	23	37	23	14
	Total:	***2,460 SF & 95 Units***	**1,720**	**241**	**115**	**126**	**133**	**71**	**62**

2,460 SF
95 Units

**Check these totals with NCHRP worksheet row 19 for AM and PM.*

Internal Trips - From NCHRP Worksheets

	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Restaurant	--	--	10	9	1	11	5	6
	Residential	--	--	10	1	9	11	6	5
		Total:	**--**	**20**	**10**	**10**	**22**	**11**	**11**

Trips Generataed After Internal Trips - Use this for Pass-by Trips

	Use	Quantity	Weekday	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
	Restaurant	--	--	201	99	102	85	43	42
	Residential	--	--	20	6	14	26	17	9
		Total:	**--**	**221**	**105**	**116**	**111**	**60**	**51**

**Check these totals with NCHRP worksheet row 57 for AM and PM.*

Pass-by Trip Rates:

ITE #	Use	Weekday	AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out
938	Coffee Shop - ITE Pass-by Rates		0.90			0.98		
	Coffee Shop - Pass-by Rates Used in TIA		0.50			0.50		

**ITE notes pass-by trips for a coffee shop are 90% in AM and 98% in PM peak hours. To be conservaitve, pass-by trips were capped at 55%.*

Pass-by Trips:

Use	AM Peak Hour			PM Peak Hour		
	Total	In	Out	Total	In	Out
Coffee Shop	100			42		
Total Pass-by:	**100**	**50**	**50**	**42**	**21**	**21**

Printed on 2/24/2022

Growth Rate

Teasley Lane, north of Hickory Creek Road

Year	Traffic Count	% Growth
2019	16,334	-2.7%
2014	18,729	
	2014 - 2019:	-2.7%

Traffic Volumes obtained from TxDOT TCDS on November 1, 2021.

Teasley Lane, south of Hickory Creek Road

Year	Traffic Count	% Growth
2019	14,107	-4.5%
2014	17,778	
	2014 - 2019:	-4.5%

Traffic Volumes obtained from TxDOT TCDS on November 1, 2021.

Hickory Creek Road, west of Teasley Lane

Year	Traffic Count	% Growth
2019	6,608	2.2%
2014	5,932	
2009		
	2009 - 2019:	2.2%

Traffic Volumes obtained from TxDOT TCDS on November 1, 2021.

Average Growth Rate: -1.7%

Growth Rate Used in Analysis: 2%

Appendix E
Synchro Analysis

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	123	381	159	198	227	65	138	267	149	149	377	71
Future Volume (veh/h)	123	381	159	198	227	65	138	267	149	149	377	71
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	1900	1870	1900	1900	1900	1870	1870	1900	1900	1870	1870
Adj Flow Rate, veh/h	145	1524	227	792	908	260	157	303	596	596	410	96
Peak Hour Factor	0.85	0.25	0.70	0.25	0.25	0.25	0.88	0.88	0.25	0.25	0.92	0.74
Percent Heavy Veh, %	2	0	2	0	0	0	2	2	0	0	2	2
Cap, veh/h	19	197	181	99	113	184	581	184	361	351	241	517
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.33	0.33	0.33	0.33	0.33	0.33
Sat Flow, veh/h	164	1727	1585	865	992	1610	1781	563	1108	1076	740	1585
Grp Volume(v), veh/h	1669	0	227	1700	0	260	157	0	899	1006	0	96
Grp Sat Flow(s),veh/h/ln	1892	0	1585	1857	0	1610	1781	0	1671	1817	0	1585
Q Serve(g_s), s	24.0	0.0	24.0	24.0	0.0	24.0	13.7	0.0	68.5	68.5	0.0	9.1
Cycle Q Clear(g_c), s	24.0	0.0	24.0	24.0	0.0	24.0	13.7	0.0	68.5	68.5	0.0	9.1
Prop In Lane	0.09		1.00	0.47		1.00	1.00		0.66	0.59		1.00
Lane Grp Cap(c), veh/h	216	0	181	212	0	184	581	0	545	593	0	517
V/C Ratio(X)	7.72	0.00	1.25	8.01	0.00	1.41	0.27	0.00	1.65	1.70	0.00	0.19
Avail Cap(c_a), veh/h	216	0	181	212	0	184	581	0	545	593	0	517
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	93.0	0.0	93.0	93.0	0.0	93.0	52.3	0.0	70.8	70.8	0.0	50.7
Incr Delay (d2), s/veh	3033.3	0.0	151.0	3164.8	0.0	214.8	1.1	0.0	300.4	321.2	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(50%),veh/ln	194.1	0.0	17.6	198.2	0.0	21.1	6.3	0.0	74.4	84.3	0.0	3.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3126.3	0.0	244.0	3257.8	0.0	307.8	53.4	0.0	371.1	392.0	0.0	50.8
LnGrp LOS	F	A	F	F	A	F	D	A	F	F	A	D
Approach Vol, veh/h		1896			1960			1056			1102	
Approach Delay, s/veh		2781.3			2866.4			323.9			362.3	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	75.0	30.0	75.0	30.0
Change Period (Y+Rc), s	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	68.5	24.0	68.5	24.0
Max Q Clear Time (g_c+I1), s	70.5	26.0	70.5	26.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	1934.3
HCM 6th LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	275	488	348	834	798	233
Future Volume (veh/h)	275	488	348	834	798	233
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	299	0	409	959	1010	277
Peak Hour Factor	0.92	0.88	0.85	0.87	0.79	0.84
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	387		454	3854	2048	913
Arrive On Green	0.11	0.00	0.11	0.75	0.58	0.58
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	299	0	409	959	1010	277
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	7.6	0.0	7.8	5.1	15.1	8.1
Cycle Q Clear(g_c), s	7.6	0.0	7.8	5.1	15.1	8.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	387		454	3854	2048	913
V/C Ratio(X)	0.77		0.90	0.25	0.49	0.30
Avail Cap(c_a), veh/h	1114		532	3854	2048	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.8	0.0	13.2	3.3	11.3	9.8
Incr Delay (d2), s/veh	1.3	0.0	15.3	0.2	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.2	0.0	6.6	1.1	5.2	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.1	0.0	28.5	3.5	12.1	10.6
LnGrp LOS	D		C	A	B	B
Approach Vol, veh/h	299	A		1368	1287	
Approach Delay, s/veh	40.1			11.0	11.8	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.9		16.1	16.1	57.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		7.1		9.6	9.8	17.1
Green Ext Time (p_c), s		4.1		0.5	0.3	4.0

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	2	11	552	597	17
Future Vol, veh/h	2	2	11	552	597	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	25	50	62	88	78	62
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	8	4	18	627	765	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1442	779	792	0	-	0
Stage 1	779	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	146	396	829	-	-	-
Stage 1	452	-	-	-	-	-
Stage 2	512	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	396	829	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	437	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.4	0.3	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	829	-	180	-	-
HCM Lane V/C Ratio	0.021	-	0.067	-	-
HCM Control Delay (s)	9.4	0	26.4	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	2	0	572	1	4	597	0
Future Vol, veh/h	0	0	0	0	0	2	0	572	1	4	597	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	65	0	-	310	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	25	25	25	25	25	25	25	91	25	25	82	25
Heavy Vehicles, %	0	0	0	0	0	2	0	2	2	2	2	0
Mvmt Flow	0	0	0	0	0	8	0	629	4	16	728	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1395	1393	728	1391	-	631	-	0	0	633	0	0
Stage 1	760	760	-	631	-	-	-	-	-	-	-	-
Stage 2	635	633	-	760	-	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.5	6.2	7.1	-	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.5	-	6.1	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.3	3.5	-	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	120	143	427	121	0	481	0	-	-	950	-	0
Stage 1	401	417	-	472	0	-	0	-	-	-	-	0
Stage 2	470	476	-	401	0	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	115	139	427	118	-	481	-	-	-	950	-	-
Mov Cap-2 Maneuver	115	139	-	118	-	-	-	-	-	-	-	-
Stage 1	401	405	-	472	-	-	-	-	-	-	-	-
Stage 2	462	476	-	390	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	12.6	0	0.2
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	481	950	-
HCM Lane V/C Ratio	-	-	-	-	-	0.017	0.017	-
HCM Control Delay (s)	-	-	0	0	0	12.6	8.9	0
HCM Lane LOS	-	-	A	A	A	B	A	A
HCM 95th %tile Q(veh)	-	-	-	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	23	28	2	536	542	41
Future Vol, veh/h	23	28	2	536	542	41
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	78	50	88	79	84
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	31	36	4	609	686	49

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1328	711	735	0	-	0
Stage 1	711	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Critical Hdwy	6.44	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.44	-	-	-	-	-
Critical Hdwy Stg 2	5.44	-	-	-	-	-
Follow-up Hdwy	3.536	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	169	433	870	-	-	-
Stage 1	483	-	-	-	-	-
Stage 2	534	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	168	433	870	-	-	-
Mov Cap-2 Maneuver	168	-	-	-	-	-
Stage 1	480	-	-	-	-	-
Stage 2	534	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	24.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	870	-	251	-	-
HCM Lane V/C Ratio	0.005	-	0.265	-	-
HCM Control Delay (s)	9.2	-	24.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	647	35	0	435	0	0	0	12	0	0	0
Future Vol, veh/h	0	647	35	0	435	0	0	0	12	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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	82	55	50	87	66	58	50	38	55	62	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	789	64	0	500	0	0	0	32	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	821	-	-	500
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	374	0	0	571
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	374	-	-	571
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	15.5	0
HCM LOS			C	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	374	-	-	-	-
HCM Lane V/C Ratio	0.084	-	-	-	-
HCM Control Delay (s)	15.5	-	-	-	0
HCM Lane LOS	C	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection	
Int Delay, s/veh	8.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	37	624	12	4	308	78	15	4	3	48	6	23
Future Vol, veh/h	37	624	12	4	308	78	15	4	3	48	6	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	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	75	82	55	50	87	66	58	50	38	55	62	66
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	49	761	22	8	354	118	26	8	8	87	10	35

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	472	0	0	783	0	0	1322	1358	772	1307	1310	413
Stage 1	-	-	-	-	-	-	870	870	-	429	429	-
Stage 2	-	-	-	-	-	-	452	488	-	878	881	-
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	1090	-	-	835	-	-	133	149	400	137	159	639
Stage 1	-	-	-	-	-	-	346	369	-	604	584	-
Stage 2	-	-	-	-	-	-	587	550	-	343	365	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1090	-	-	835	-	-	111	135	400	119	144	639
Mov Cap-2 Maneuver	-	-	-	-	-	-	111	135	-	119	144	-
Stage 1	-	-	-	-	-	-	318	339	-	556	576	-
Stage 2	-	-	-	-	-	-	539	543	-	302	336	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.2	43.6	78.5
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	134	1090	-	-	835	-	-	121	639
HCM Lane V/C Ratio	0.312	0.045	-	-	0.01	-	-	0.801	0.055
HCM Control Delay (s)	43.6	8.5	0	-	9.4	0	-	102.8	11
HCM Lane LOS	E	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0	-	-	4.7	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	232	90	89	297	98	135	352	85	160	186	84
Future Volume (veh/h)	144	232	90	89	297	98	135	352	85	160	186	84
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	185	294	106	124	326	110	163	367	137	186	216	98
Peak Hour Factor	0.78	0.79	0.85	0.72	0.91	0.89	0.83	0.96	0.62	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	81	129	181	58	153	181	747	545	203	197	229	369
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.42	0.42	0.42	0.23	0.23	0.23
Sat Flow, veh/h	709	1126	1585	508	1337	1585	1781	1298	485	846	982	1585
Grp Volume(v), veh/h	479	0	106	450	0	110	163	0	504	402	0	98
Grp Sat Flow(s),veh/h/ln	1835	0	1585	1845	0	1585	1781	0	1783	1828	0	1585
Q Serve(g_s), s	24.0	0.0	13.3	24.0	0.0	13.9	12.3	0.0	48.0	45.4	0.0	10.6
Cycle Q Clear(g_c), s	24.0	0.0	13.3	24.0	0.0	13.9	12.3	0.0	48.0	45.4	0.0	10.6
Prop In Lane	0.39		1.00	0.28		1.00	1.00		0.27	0.46		1.00
Lane Grp Cap(c), veh/h	210	0	181	211	0	181	747	0	748	426	0	369
V/C Ratio(X)	2.28	0.00	0.59	2.13	0.00	0.61	0.22	0.00	0.67	0.94	0.00	0.27
Avail Cap(c_a), veh/h	210	0	181	211	0	181	747	0	748	596	0	517
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	93.0	0.0	88.3	93.0	0.0	88.5	38.9	0.0	49.3	79.2	0.0	65.9
Incr Delay (d2), s/veh	592.8	0.0	3.3	526.0	0.0	4.2	0.7	0.0	4.8	17.1	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(50%),veh/ln	46.1	0.0	5.7	42.4	0.0	5.9	5.6	0.0	22.3	23.3	0.0	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	685.8	0.0	91.5	619.0	0.0	92.7	39.6	0.0	54.1	96.3	0.0	66.0
LnGrp LOS	F	A	F	F	A	F	D	A	D	F	A	E
Approach Vol, veh/h		585			560			667			500	
Approach Delay, s/veh		578.1			515.6			50.6			90.4	
Approach LOS		F			F			D			F	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	94.6	30.0	55.4	30.0
Change Period (Y+Rc), s	6.5	6.0	6.5	6.0
Max Green Setting (Gmax), s	68.5	24.0	68.5	24.0
Max Q Clear Time (g_c+I1), s	50.0	26.0	47.4	26.0
Green Ext Time (p_c), s	1.9	0.0	1.5	0.0

Intersection Summary	
HCM 6th Ctrl Delay	305.3
HCM 6th LOS	F

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	250	300	382	618	570	348
Future Volume (veh/h)	250	300	382	618	570	348
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	291	0	449	657	606	382
Peak Hour Factor	0.86	0.82	0.85	0.94	0.94	0.91
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	379		571	3866	2020	901
Arrive On Green	0.11	0.00	0.12	0.76	0.57	0.57
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	291	0	449	657	606	382
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	7.4	0.0	8.7	3.2	8.0	12.3
Cycle Q Clear(g_c), s	7.4	0.0	8.7	3.2	8.0	12.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	379		571	3866	2020	901
V/C Ratio(X)	0.77		0.79	0.17	0.30	0.42
Avail Cap(c_a), veh/h	1114		630	3866	2020	901
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	0.0	7.6	3.0	10.1	11.0
Incr Delay (d2), s/veh	1.3	0.0	5.2	0.1	0.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	3.0	0.7	2.7	4.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.2	0.0	12.8	3.1	10.5	12.5
LnGrp LOS	D		B	A	B	B
Approach Vol, veh/h	291	A		1106	988	
Approach Delay, s/veh	40.2			7.1	11.3	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.1		15.9	17.0	57.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		5.2		9.4	10.7	14.3
Green Ext Time (p_c), s		2.7		0.5	0.3	2.8

Intersection Summary	
HCM 6th Ctrl Delay	12.8
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	14	4	619	427	2
Future Vol, veh/h	21	14	4	619	427	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	65	50	96	84	25
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	22	8	645	508	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1173	512	516	0	-	0
Stage 1	512	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	212	562	1050	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	209	562	1050	-	-	-
Mov Cap-2 Maneuver	209	-	-	-	-	-
Stage 1	595	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	291	-	-
HCM Lane V/C Ratio	0.008	-	0.165	-	-
HCM Control Delay (s)	8.5	0	19.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	0	0	2	0	631	1	1	453	0
Future Vol, veh/h	0	0	0	0	0	2	0	631	1	1	453	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	65	0	-	310	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	25	92	91	25	25	94	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	8	0	693	4	4	482	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1189	1187	482	1185	-	695	-	0	0	697	0	0
Stage 1	490	490	-	695	-	-	-	-	-	-	-	-
Stage 2	699	697	-	490	-	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	-	6.22	-	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	-	3.318	-	-	-	2.218	-	-
Pot Cap-1 Maneuver	165	188	584	166	0	442	0	-	-	899	-	0
Stage 1	560	549	-	433	0	-	0	-	-	-	-	0
Stage 2	430	443	-	560	0	-	0	-	-	-	-	0
Platoon blocked, %								-	-		-	
Mov Cap-1 Maneuver	161	187	584	165	-	442	-	-	-	899	-	-
Mov Cap-2 Maneuver	161	187	-	165	-	-	-	-	-	-	-	-
Stage 1	560	546	-	433	-	-	-	-	-	-	-	-
Stage 2	422	443	-	557	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.3	0	0.1
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	-	-	442	899	-
HCM Lane V/C Ratio	-	-	-	-	-	0.018	0.004	-
HCM Control Delay (s)	-	-	0	0	0	13.3	9	0
HCM Lane LOS	-	-	A	A	A	B	A	A
HCM 95th %tile Q(veh)	-	-	-	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	26	33	6	606	409	44
Future Vol, veh/h	26	33	6	606	409	44
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	62	62	91	92	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	39	53	10	666	445	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1158	472	498	0	-	0
Stage 1	472	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	217	592	1066	-	-	-
Stage 1	628	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	214	592	1066	-	-	-
Mov Cap-2 Maneuver	214	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	500	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1066	-	339	-	-
HCM Lane V/C Ratio	0.009	-	0.271	-	-
HCM Control Delay (s)	8.4	-	19.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

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	443	11	0	536	0	0	0	23	0	0	0
Future Vol, veh/h	0	443	11	0	536	0	0	0	23	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	-	-	-	-	-	-	-	-	0	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	95	79	68	94	71	86	74	50	72	56	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	466	14	0	570	0	0	0	46	0	0	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	473	-	-	570
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	-	-	-	6.22	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	-	-	-	3.318	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	-	0	0	0	591	0	0	521
Stage 1	0	-	-	0	-	0	0	0	-	0	0	-
Stage 2	0	-	-	0	-	0	0	0	-	0	0	-
Platoon blocked, %		-	-		-							
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	591	-	-	521
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.6	0
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	SBLn1
Capacity (veh/h)	591	-	-	-	-
HCM Lane V/C Ratio	0.078	-	-	-	-
HCM Control Delay (s)	11.6	-	-	-	0
HCM Lane LOS	B	-	-	-	A
HCM 95th %tile Q(veh)	0.3	-	-	-	-

Intersection	
Int Delay, s/veh	11.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	36	363	21	21	411	103	50	8	9	83	10	64
Future Vol, veh/h	36	363	21	21	411	103	50	8	9	83	10	64
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	-	-	-	-	-	-	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	69	95	79	68	94	71	86	74	50	72	56	81
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	382	27	31	437	145	58	11	18	115	18	79

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	582	0	0	409	0	0	1120	1144	396	1086	1085	510
Stage 1	-	-	-	-	-	-	500	500	-	572	572	-
Stage 2	-	-	-	-	-	-	620	644	-	514	513	-
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	992	-	-	1150	-	-	184	200	653	194	217	563
Stage 1	-	-	-	-	-	-	553	543	-	505	504	-
Stage 2	-	-	-	-	-	-	476	468	-	543	536	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	992	-	-	1150	-	-	135	179	653	165	194	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	135	179	-	165	194	-
Stage 1	-	-	-	-	-	-	515	506	-	471	483	-
Stage 2	-	-	-	-	-	-	378	449	-	482	500	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1	0.4	47.4	54.1
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	168	992	-	-	1150	-	-	168	563
HCM Lane V/C Ratio	0.518	0.053	-	-	0.027	-	-	0.792	0.14
HCM Control Delay (s)	47.4	8.8	0	-	8.2	0	-	78.8	12.4
HCM Lane LOS	E	A	A	-	A	A	-	F	B
HCM 95th %tile Q(veh)	2.6	0.2	-	-	0.1	-	-	5.2	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	128	396	165	206	236	67	144	278	154	154	392	73
Future Volume (veh/h)	128	396	165	206	236	67	144	278	154	154	392	73
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	1900	1870	1900	1900	1900	1870	1870	1900	1900	1870	1870
Adj Flow Rate, veh/h	139	430	179	224	257	73	157	302	167	167	426	79
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	0	2	0	0	0	2	2	0	0	2	2
Cap, veh/h	374	799	351	393	502	426	511	1009	470	556	1475	267
Arrive On Green	0.09	0.22	0.22	0.14	0.26	0.26	0.13	0.30	0.30	0.17	0.34	0.34
Sat Flow, veh/h	1781	3610	1585	1810	1900	1610	1781	3404	1585	1810	4347	786
Grp Volume(v), veh/h	139	430	179	224	257	73	157	302	167	167	331	174
Grp Sat Flow(s),veh/h/ln	1781	1805	1585	1810	1900	1610	1781	1702	1585	1810	1702	1729
Q Serve(g_s), s	8.1	14.7	13.9	12.4	16.1	4.9	7.8	9.6	11.6	7.5	10.0	10.3
Cycle Q Clear(g_c), s	8.1	14.7	13.9	12.4	16.1	4.9	7.8	9.6	11.6	7.5	10.0	10.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.45
Lane Grp Cap(c), veh/h	374	799	351	393	502	426	511	1009	470	556	1155	587
V/C Ratio(X)	0.37	0.54	0.51	0.57	0.51	0.17	0.31	0.30	0.36	0.30	0.29	0.30
Avail Cap(c_a), veh/h	374	799	351	393	502	426	511	1009	470	556	1155	587
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	36.1	48.2	47.8	32.9	43.8	39.7	25.8	38.0	38.7	22.0	33.9	34.0
Incr Delay (d2), s/veh	2.8	2.6	5.2	5.9	3.7	0.9	1.6	0.8	2.1	1.4	0.6	1.3
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(50%),veh/ln	3.9	7.0	6.0	6.1	8.1	2.1	3.5	4.0	4.7	3.3	4.2	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.9	50.8	53.0	38.8	47.5	40.6	27.3	38.8	40.8	23.4	34.5	35.3
LnGrp LOS	D	D	D	D	D	D	C	D	D	C	C	D
Approach Vol, veh/h		748			554			626			672	
Approach Delay, s/veh		49.1			43.1			36.5			31.9	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	48.0	25.0	37.0	24.0	54.0	19.0	43.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	23.5	41.5	19.0	31.0	17.5	47.5	13.0	37.0
Max Q Clear Time (g_c+I1), s	9.5	13.6	14.4	16.7	9.8	12.3	10.1	18.1
Green Ext Time (p_c), s	0.2	1.8	0.1	2.0	0.1	1.9	0.0	0.9

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	286	507	362	868	830	242
Future Volume (veh/h)	286	507	362	868	830	242
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	311	0	393	943	902	263
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	399		481	3835	2047	913
Arrive On Green	0.12	0.00	0.11	0.75	0.58	0.58
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	311	0	393	943	902	263
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	7.9	0.0	7.5	5.1	13.0	7.6
Cycle Q Clear(g_c), s	7.9	0.0	7.5	5.1	13.0	7.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	399		481	3835	2047	913
V/C Ratio(X)	0.78		0.82	0.25	0.44	0.29
Avail Cap(c_a), veh/h	1114		565	3835	2047	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	10.8	3.4	10.8	9.7
Incr Delay (d2), s/veh	1.3	0.0	6.8	0.2	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	2.8	1.1	4.4	2.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.9	0.0	17.6	3.6	11.5	10.5
LnGrp LOS	D		B	A	B	B
Approach Vol, veh/h	311	A		1336	1165	
Approach Delay, s/veh	39.9			7.7	11.3	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.6		16.4	15.8	57.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		7.1		9.9	9.5	15.0
Green Ext Time (p_c), s		4.1		0.5	0.3	3.8

Intersection Summary	
HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	577	621	29
Future Vol, veh/h	0	5	0	577	621	29
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	0	648	698	33

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	366	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	539	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	539	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	539	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Control Delay (s)	-	11.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	24	0	0	0	0	2	14	559	1	7	621	0
Future Vol, veh/h	24	0	0	0	0	2	14	559	1	7	621	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	0	0	0	0	2	0	2	2	2	2	0
Mvmt Flow	26	0	0	0	0	2	15	614	1	8	682	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	974	1343	341	934	1343	308	682	0	0	615	0	0
Stage 1	698	698	-	645	645	-	-	-	-	-	-	-
Stage 2	276	645	-	289	698	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.14	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.92	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	268	153	564	283	153	587	563	-	-	598	-	-
Stage 1	325	445	-	353	471	-	-	-	-	-	-	-
Stage 2	653	471	-	642	445	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	259	147	564	275	147	587	563	-	-	598	-	-
Mov Cap-2 Maneuver	281	270	-	303	268	-	-	-	-	-	-	-
Stage 1	316	439	-	343	458	-	-	-	-	-	-	-
Stage 2	633	458	-	633	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.1	11.2	0.3	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	563	-	-	281	-	-	587	598	-	-
HCM Lane V/C Ratio	0.027	-	-	0.094	-	-	0.004	0.013	-	-
HCM Control Delay (s)	11.6	-	-	19.1	0	0	11.2	11.1	-	-
HCM Lane LOS	B	-	-	C	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	29	0	559	563	42
Future Vol, veh/h	0	29	0	559	563	42
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	0	33	0	628	633	47

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	317	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	579	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	579	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	579	-
HCM Lane V/C Ratio	-	0.056	-
HCM Control Delay (s)	-	11.6	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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	673	36	0	379	73	0	0	12	0	0	22
Future Vol, veh/h	0	673	36	0	379	73	0	0	12	0	0	22
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	-	-	-	-	-	0	-	-	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	732	39	0	412	79	0	0	13	0	0	24

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	386	-	-	206
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	612	0	0	800
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	612	-	-	800
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11	9.6
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	612	-	-	-	-	800
HCM Lane V/C Ratio	0.021	-	-	-	-	0.03
HCM Control Delay (s)	11	-	-	-	-	9.6
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

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	39	649	13	5	342	8	16	5	3	50	6	2
Future Vol, veh/h	39	649	13	5	342	8	16	5	3	50	6	2
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	42	705	14	5	372	9	17	5	3	54	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	381	0	0	719	0	0	1180	1180	705	1182	1185	372
Stage 1	-	-	-	-	-	-	789	789	-	382	382	-
Stage 2	-	-	-	-	-	-	391	391	-	800	803	-
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	1177	-	-	882	-	-	167	190	436	167	189	674
Stage 1	-	-	-	-	-	-	384	402	-	640	613	-
Stage 2	-	-	-	-	-	-	633	607	-	379	396	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1177	-	-	882	-	-	158	182	436	158	181	674
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	288	-	269	288	-
Stage 1	-	-	-	-	-	-	370	388	-	617	609	-
Stage 2	-	-	-	-	-	-	621	603	-	358	382	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	18.6	21.7
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	290	1177	-	-	882	-	-	271	674
HCM Lane V/C Ratio	0.09	0.036	-	-	0.006	-	-	0.225	0.003
HCM Control Delay (s)	18.6	8.2	-	-	9.1	-	-	22.1	10.4
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.8	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	241	94	93	309	102	141	366	88	166	193	87
Future Volume (veh/h)	150	241	94	93	309	102	141	366	88	166	193	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	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	262	102	101	336	111	153	398	96	180	210	95
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	385	1218	543	462	548	464	523	1108	258	481	1076	445
Arrive On Green	0.11	0.34	0.34	0.06	0.29	0.29	0.11	0.27	0.27	0.15	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	4136	964	1781	3543	1467
Grp Volume(v), veh/h	163	262	102	101	336	111	153	325	169	180	201	104
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1702	1697	1781	1702	1606
Q Serve(g_s), s	8.2	7.3	6.3	5.4	21.7	7.5	8.2	10.8	11.3	9.2	6.1	6.8
Cycle Q Clear(g_c), s	8.2	7.3	6.3	5.4	21.7	7.5	8.2	10.8	11.3	9.2	6.1	6.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.91
Lane Grp Cap(c), veh/h	385	1218	543	462	548	464	523	912	454	481	1033	488
V/C Ratio(X)	0.42	0.22	0.19	0.22	0.61	0.24	0.29	0.36	0.37	0.37	0.19	0.21
Avail Cap(c_a), veh/h	385	1218	543	462	548	464	523	912	454	481	1033	488
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	28.2	32.6	32.3	30.7	42.7	37.6	29.6	41.5	41.7	27.0	36.1	36.3
Incr Delay (d2), s/veh	3.4	0.4	0.8	1.1	5.1	1.2	1.4	1.1	2.3	2.2	0.4	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(50%),veh/ln	3.9	3.3	2.6	2.5	10.8	3.1	3.6	4.6	5.0	4.1	2.6	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	31.6	33.0	33.1	31.8	47.7	38.9	31.0	42.6	44.0	29.2	36.5	37.3
LnGrp LOS	C	C	C	C	D	D	C	D	D	C	D	D
Approach Vol, veh/h		527			548			647			485	
Approach Delay, s/veh		32.6			43.0			40.2			34.0	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	44.0	15.0	54.0	22.0	49.0	22.0	47.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	20.5	37.5	9.0	48.0	15.5	42.5	16.0	41.0
Max Q Clear Time (g_c+I1), s	11.2	13.3	7.4	9.3	10.2	8.8	10.2	23.7
Green Ext Time (p_c), s	0.2	1.8	0.0	1.3	0.1	1.1	0.1	1.3

Intersection Summary	
HCM 6th Ctrl Delay	37.7
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	260	312	397	643	593	362
Future Volume (veh/h)	260	312	397	643	593	362
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	283	0	432	699	645	393
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	370		550	3878	2048	913
Arrive On Green	0.11	0.00	0.12	0.76	0.58	0.58
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	283	0	432	699	645	393
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	7.2	0.0	8.2	3.4	8.5	12.6
Cycle Q Clear(g_c), s	7.2	0.0	8.2	3.4	8.5	12.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	370		550	3878	2048	913
V/C Ratio(X)	0.76		0.79	0.18	0.31	0.43
Avail Cap(c_a), veh/h	1114		619	3878	2048	913
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	7.8	3.0	9.9	10.7
Incr Delay (d2), s/veh	1.3	0.0	5.1	0.1	0.4	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	0.0	2.8	0.7	2.9	4.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.3	0.0	12.8	3.1	10.3	12.2
LnGrp LOS	D		B	A	B	B
Approach Vol, veh/h	283	A		1131	1038	
Approach Delay, s/veh	40.3			6.8	11.0	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.4		15.6	16.5	57.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		5.4		9.2	10.2	14.6
Green Ext Time (p_c), s		2.9		0.5	0.3	3.0

Intersection Summary	
HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	0	666	444	7
Future Vol, veh/h	0	37	0	666	444	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	40	0	724	483	8

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	246	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	643	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	643	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	643	-	-
HCM Lane V/C Ratio	-	0.063	-	-
HCM Control Delay (s)	-	11	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

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	27	0	0	0	0	2	10	625	1	23	472	0
Future Vol, veh/h	27	0	0	0	0	2	10	625	1	23	472	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	29	0	0	0	0	2	11	679	1	25	513	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	857	1265	257	957	1265	340	513	0	0	680	0	0
Stage 1	563	563	-	702	702	-	-	-	-	-	-	-
Stage 2	294	702	-	255	563	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	310	168	632	271	168	560	668	-	-	557	-	-
Stage 1	397	507	-	319	439	-	-	-	-	-	-	-
Stage 2	633	439	-	667	507	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	295	158	632	259	158	560	668	-	-	557	-	-
Mov Cap-2 Maneuver	336	273	-	280	278	-	-	-	-	-	-	-
Stage 1	391	484	-	314	432	-	-	-	-	-	-	-
Stage 2	620	432	-	637	484	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	16.7	11.5	0.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	668	-	-	336	-	-	560	557	-	-
HCM Lane V/C Ratio	0.016	-	-	0.087	-	-	0.004	0.045	-	-
HCM Control Delay (s)	10.5	-	-	16.7	0	0	11.5	11.8	-	-
HCM Lane LOS	B	-	-	C	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.3	-	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	34	0	636	426	46
Future Vol, veh/h	0	34	0	636	426	46
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	37	0	691	463	50

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	232	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	656	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	656	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	656	-
HCM Lane V/C Ratio	-	0.056	-
HCM Control Delay (s)	-	10.8	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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	0	461	12	0	461	97	0	0	24	0	0	60
Future Vol, veh/h	0	461	12	0	461	97	0	0	24	0	0	60
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	-	-	-	-	-	0	-	-	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	501	13	0	501	105	0	0	26	0	0	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	257	-	-	251
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	742	0	0	749
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	742	-	-	749
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	742	-	-	-	-	749
HCM Lane V/C Ratio	0.035	-	-	-	-	0.087
HCM Control Delay (s)	10	-	-	-	-	10.3
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	38	378	22	22	488	11	51	8	9	86	10	7
Future Vol, veh/h	38	378	22	22	488	11	51	8	9	86	10	7
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	41	411	24	24	530	12	55	9	10	93	11	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	542	0	0	435	0	0	1087	1083	411	1093	1095	530
Stage 1	-	-	-	-	-	-	493	493	-	578	578	-
Stage 2	-	-	-	-	-	-	594	590	-	515	517	-
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	1027	-	-	1125	-	-	194	217	641	192	214	549
Stage 1	-	-	-	-	-	-	558	547	-	501	501	-
Stage 2	-	-	-	-	-	-	491	495	-	543	534	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1027	-	-	1125	-	-	178	204	641	176	201	549
Mov Cap-2 Maneuver	-	-	-	-	-	-	295	312	-	300	315	-
Stage 1	-	-	-	-	-	-	536	525	-	481	490	-
Stage 2	-	-	-	-	-	-	463	485	-	505	513	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	19.6	22.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	320	1027	-	-	1125	-	-	301	549
HCM Lane V/C Ratio	0.231	0.04	-	-	0.021	-	-	0.347	0.014
HCM Control Delay (s)	19.6	8.7	-	-	8.3	-	-	23.2	11.7
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	1.5	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	136	396	165	206	237	85	145	288	154	178	405	83
Future Volume (veh/h)	136	396	165	206	237	85	145	288	154	178	405	83
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	1900	1870	1900	1900	1900	1870	1870	1900	1900	1870	1870
Adj Flow Rate, veh/h	148	430	179	224	258	92	158	313	167	193	440	90
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	0	2	0	0	0	2	2	0	0	2	2
Cap, veh/h	370	799	351	393	502	426	502	1009	470	554	1449	289
Arrive On Green	0.09	0.22	0.22	0.14	0.26	0.26	0.13	0.30	0.30	0.17	0.34	0.34
Sat Flow, veh/h	1781	3610	1585	1810	1900	1610	1781	3404	1585	1810	4271	850
Grp Volume(v), veh/h	148	430	179	224	258	92	158	313	167	193	348	182
Grp Sat Flow(s),veh/h/ln	1781	1805	1585	1810	1900	1610	1781	1702	1585	1810	1702	1717
Q Serve(g_s), s	8.7	14.7	13.9	12.4	16.2	6.2	7.9	10.0	11.6	8.8	10.5	10.9
Cycle Q Clear(g_c), s	8.7	14.7	13.9	12.4	16.2	6.2	7.9	10.0	11.6	8.8	10.5	10.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	370	799	351	393	502	426	502	1009	470	554	1155	583
V/C Ratio(X)	0.40	0.54	0.51	0.57	0.51	0.22	0.31	0.31	0.36	0.35	0.30	0.31
Avail Cap(c_a), veh/h	370	799	351	393	502	426	502	1009	470	554	1155	583
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	36.3	48.2	47.8	32.9	43.8	40.2	25.8	38.2	38.7	22.4	34.0	34.2
Incr Delay (d2), s/veh	3.2	2.6	5.2	5.9	3.7	1.2	1.6	0.8	2.1	1.7	0.7	1.4
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(50%),veh/ln	4.2	7.0	6.0	6.1	8.1	2.6	3.5	4.2	4.7	3.9	4.4	4.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	39.5	50.8	53.0	38.8	47.6	41.3	27.5	39.0	40.8	24.1	34.7	35.6
LnGrp LOS	D	D	D	D	D	D	C	D	D	C	C	D
Approach Vol, veh/h		757			574			638			723	
Approach Delay, s/veh		49.1			43.2			36.6			32.1	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	48.0	25.0	37.0	24.0	54.0	19.0	43.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	23.5	41.5	19.0	31.0	17.5	47.5	13.0	37.0
Max Q Clear Time (g_c+I1), s	10.8	13.6	14.4	16.7	9.9	12.9	10.7	18.2
Green Ext Time (p_c), s	0.2	1.8	0.1	2.0	0.1	2.0	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	40.3
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	295	520	373	868	830	250
Future Volume (veh/h)	295	520	373	868	830	250
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	321	0	405	943	902	272
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	410		482	3820	2022	902
Arrive On Green	0.12	0.00	0.11	0.75	0.57	0.57
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	321	0	405	943	902	272
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	8.1	0.0	7.8	5.1	13.2	8.0
Cycle Q Clear(g_c), s	8.1	0.0	7.8	5.1	13.2	8.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	410		482	3820	2022	902
V/C Ratio(X)	0.78		0.84	0.25	0.45	0.30
Avail Cap(c_a), veh/h	1114		559	3820	2022	902
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	11.4	3.5	11.2	10.1
Incr Delay (d2), s/veh	1.3	0.0	8.6	0.2	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	3.1	1.1	4.5	2.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.8	0.0	20.0	3.7	11.9	11.0
LnGrp LOS	D		C	A	B	B
Approach Vol, veh/h	321	A		1348	1174	
Approach Delay, s/veh	39.8			8.6	11.7	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.3		16.7	16.1	57.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		7.1		10.1	9.8	15.2
Green Ext Time (p_c), s		4.1		0.6	0.3	3.8

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

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	0	593	614	49
Future Vol, veh/h	0	37	0	593	614	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	0	666	690	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	373	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	533	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	533	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	533	-	-
HCM Lane V/C Ratio	-	0.078	-	-
HCM Control Delay (s)	-	12.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

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	66	0	32	0	0	2	75	534	1	7	631	15
Future Vol, veh/h	66	0	32	0	0	2	75	534	1	7	631	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	0	0	0	0	2	0	2	2	2	2	0
Mvmt Flow	73	0	35	0	0	2	82	587	1	8	693	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1116	1469	355	1045	1477	294	709	0	0	588	0	0
Stage 1	717	717	-	752	752	-	-	-	-	-	-	-
Stage 2	399	752	-	293	725	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.14	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.92	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	222	129	552	244	127	599	546	-	-	616	-	-
Stage 1	316	437	-	299	421	-	-	-	-	-	-	-
Stage 2	552	421	-	638	433	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	194	108	552	200	107	599	546	-	-	616	-	-
Mov Cap-2 Maneuver	230	225	-	224	209	-	-	-	-	-	-	-
Stage 1	269	431	-	254	358	-	-	-	-	-	-	-
Stage 2	467	358	-	590	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	11	1.6	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	546	-	-	230	552	-	599	616	-	-
HCM Lane V/C Ratio	0.151	-	-	0.315	0.064	-	0.004	0.012	-	-
HCM Control Delay (s)	12.8	-	-	27.7	12	0	11	10.9	-	-
HCM Lane LOS	B	-	-	D	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1.3	0.2	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	35	0	596	603	45
Future Vol, veh/h	0	35	0	596	603	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	0	39	0	670	678	51

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	339	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	561	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	561	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	561	-
HCM Lane V/C Ratio	-	0.07	-
HCM Control Delay (s)	-	11.9	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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	682	36	0	389	75	0	0	12	0	0	25
Future Vol, veh/h	0	682	36	0	389	75	0	0	12	0	0	25
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	-	-	-	-	-	0	-	-	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	741	39	0	423	82	0	0	13	0	0	27

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	390	-	-	212
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	609	0	0	793
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	609	-	-	793
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11	9.7
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	609	-	-	-	-	793
HCM Lane V/C Ratio	0.021	-	-	-	-	0.034
HCM Control Delay (s)	11	-	-	-	-	9.7
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	657	13	5	355	8	16	5	3	50	6	2
Future Vol, veh/h	42	657	13	5	355	8	16	5	3	50	6	2
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	46	714	14	5	386	9	17	5	3	54	7	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	395	0	0	728	0	0	1211	1211	714	1213	1216	386
Stage 1	-	-	-	-	-	-	806	806	-	396	396	-
Stage 2	-	-	-	-	-	-	405	405	-	817	820	-
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	1164	-	-	876	-	-	159	182	431	159	181	662
Stage 1	-	-	-	-	-	-	376	395	-	629	604	-
Stage 2	-	-	-	-	-	-	622	598	-	370	389	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1164	-	-	876	-	-	150	174	431	150	173	662
Mov Cap-2 Maneuver	-	-	-	-	-	-	264	280	-	261	280	-
Stage 1	-	-	-	-	-	-	361	379	-	604	600	-
Stage 2	-	-	-	-	-	-	610	594	-	348	373	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	19.1	22.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	281	1164	-	-	876	-	-	263	662
HCM Lane V/C Ratio	0.093	0.039	-	-	0.006	-	-	0.231	0.003
HCM Control Delay (s)	19.1	8.2	-	-	9.1	-	-	22.8	10.5
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	0.9	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	241	94	93	311	128	142	380	88	190	207	97
Future Volume (veh/h)	162	241	94	93	311	128	142	380	88	190	207	97
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	262	102	101	338	139	154	413	96	207	225	105
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	381	1218	543	462	548	464	512	1116	251	477	1064	455
Arrive On Green	0.11	0.34	0.34	0.06	0.29	0.29	0.11	0.27	0.27	0.15	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	4167	938	1781	3506	1499
Grp Volume(v), veh/h	176	262	102	101	338	139	154	335	174	207	218	112
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1702	1701	1781	1702	1601
Q Serve(g_s), s	8.9	7.3	6.3	5.4	21.8	9.5	8.2	11.2	11.7	10.7	6.7	7.3
Cycle Q Clear(g_c), s	8.9	7.3	6.3	5.4	21.8	9.5	8.2	11.2	11.7	10.7	6.7	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.94
Lane Grp Cap(c), veh/h	381	1218	543	462	548	464	512	912	456	477	1033	486
V/C Ratio(X)	0.46	0.22	0.19	0.22	0.62	0.30	0.30	0.37	0.38	0.43	0.21	0.23
Avail Cap(c_a), veh/h	381	1218	543	462	548	464	512	912	456	477	1033	486
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	28.5	32.6	32.3	30.7	42.7	38.4	29.6	41.6	41.8	27.5	36.3	36.5
Incr Delay (d2), s/veh	4.0	0.4	0.8	1.1	5.1	1.6	1.5	1.1	2.4	2.9	0.5	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(50%),veh/ln	4.2	3.3	2.6	2.5	10.8	3.9	3.7	4.8	5.1	4.8	2.8	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	32.5	33.0	33.1	31.8	47.9	40.0	31.1	42.8	44.2	30.4	36.7	37.6
LnGrp LOS	C	C	C	C	D	D	C	D	D	C	D	D
Approach Vol, veh/h		540			578			663			537	
Approach Delay, s/veh		32.9			43.2			40.4			34.5	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	44.0	15.0	54.0	22.0	49.0	22.0	47.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	20.5	37.5	9.0	48.0	15.5	42.5	16.0	41.0
Max Q Clear Time (g_c+I1), s	12.7	13.7	7.4	9.3	10.2	9.3	10.9	23.8
Green Ext Time (p_c), s	0.2	1.9	0.0	1.3	0.1	1.2	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	270	326	413	643	593	373
Future Volume (veh/h)	270	326	413	643	593	373
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	293	0	449	699	645	405
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	381		551	3863	2017	900
Arrive On Green	0.11	0.00	0.12	0.76	0.57	0.57
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	293	0	449	699	645	405
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	7.4	0.0	8.7	3.5	8.6	13.4
Cycle Q Clear(g_c), s	7.4	0.0	8.7	3.5	8.6	13.4
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	381		551	3863	2017	900
V/C Ratio(X)	0.77		0.81	0.18	0.32	0.45
Avail Cap(c_a), veh/h	1114		611	3863	2017	900
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	0.0	8.7	3.1	10.3	11.3
Incr Delay (d2), s/veh	1.3	0.0	6.8	0.1	0.4	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	0.0	3.2	0.7	3.0	4.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.2	0.0	15.5	3.2	10.7	12.9
LnGrp LOS	D		B	A	B	B
Approach Vol, veh/h	293	A		1148	1050	
Approach Delay, s/veh	40.2			8.0	11.6	
Approach LOS	D			A	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		74.1		15.9	17.0	57.1
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		5.5		9.4	10.7	15.4
Green Ext Time (p_c), s		2.9		0.5	0.3	2.9

Intersection Summary	
HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	62	0	683	447	24
Future Vol, veh/h	0	62	0	683	447	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	67	0	742	486	26

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	256	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	633	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	633	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	633	-	-
HCM Lane V/C Ratio	-	0.106	-	-
HCM Control Delay (s)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	55	0	26	0	0	2	73	614	1	23	491	9
Future Vol, veh/h	55	0	26	0	0	2	73	614	1	23	491	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	60	0	28	0	0	2	79	667	1	25	534	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1014	1415	272	1090	1420	334	544	0	0	668	0	0
Stage 1	589	589	-	826	826	-	-	-	-	-	-	-
Stage 2	425	826	-	264	594	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	251	136	619	226	135	565	646	-	-	564	-	-
Stage 1	381	494	-	263	385	-	-	-	-	-	-	-
Stage 2	528	385	-	659	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	219	114	619	189	113	565	646	-	-	564	-	-
Mov Cap-2 Maneuver	269	221	-	207	216	-	-	-	-	-	-	-
Stage 1	335	472	-	231	338	-	-	-	-	-	-	-
Stage 2	462	338	-	601	469	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.6	11.4	1.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	646	-	-	269	619	-	565	564	-	-
HCM Lane V/C Ratio	0.123	-	-	0.222	0.046	-	0.004	0.044	-	-
HCM Control Delay (s)	11.4	-	-	22.2	11.1	0	11.4	11.7	-	-
HCM Lane LOS	B	-	-	C	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.4	-	-	0.8	0.1	-	0	0.1	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	41	0	688	467	50
Future Vol, veh/h	0	41	0	688	467	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	45	0	748	508	54

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	254	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	635	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	635	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	635	-
HCM Lane V/C Ratio	-	0.07	-
HCM Control Delay (s)	-	11.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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	0	473	12	0	471	100	0	0	24	0	0	63
Future Vol, veh/h	0	473	12	0	471	100	0	0	24	0	0	63
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	-	-	-	-	-	0	-	-	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	514	13	0	512	109	0	0	26	0	0	68

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	264	-	-	256
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	734	0	0	743
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	734	-	-	743
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.1	10.3
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	734	-	-	-	-	743
HCM Lane V/C Ratio	0.036	-	-	-	-	0.092
HCM Control Delay (s)	10.1	-	-	-	-	10.3
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	390	22	22	501	11	51	8	9	86	10	7
Future Vol, veh/h	42	390	22	22	501	11	51	8	9	86	10	7
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	46	424	24	24	545	12	55	9	10	93	11	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	557	0	0	448	0	0	1125	1121	424	1131	1133	545
Stage 1	-	-	-	-	-	-	516	516	-	593	593	-
Stage 2	-	-	-	-	-	-	609	605	-	538	540	-
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	1014	-	-	1112	-	-	182	206	630	181	203	538
Stage 1	-	-	-	-	-	-	542	534	-	492	493	-
Stage 2	-	-	-	-	-	-	482	487	-	527	521	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1014	-	-	1112	-	-	166	192	630	165	190	538
Mov Cap-2 Maneuver	-	-	-	-	-	-	282	300	-	288	305	-
Stage 1	-	-	-	-	-	-	518	510	-	470	482	-
Stage 2	-	-	-	-	-	-	454	476	-	487	498	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	20.4	23.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	307	1014	-	-	1112	-	-	290	538
HCM Lane V/C Ratio	0.241	0.045	-	-	0.022	-	-	0.36	0.014
HCM Control Delay (s)	20.4	8.7	-	-	8.3	-	-	24.2	11.8
HCM Lane LOS	C	A	-	-	A	-	-	C	B
HCM 95th %tile Q(veh)	0.9	0.1	-	-	0.1	-	-	1.6	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	438	183	227	260	74	159	307	171	171	432	81
Future Volume (veh/h)	141	438	183	227	260	74	159	307	171	171	432	81
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	1900	1870	1900	1900	1900	1870	1870	1900	1900	1870	1870
Adj Flow Rate, veh/h	153	476	199	247	283	80	173	334	186	186	470	88
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	0	2	0	0	0	2	2	0	0	2	2
Cap, veh/h	355	799	351	377	502	426	493	1009	470	537	1472	269
Arrive On Green	0.09	0.22	0.22	0.14	0.26	0.26	0.13	0.30	0.30	0.17	0.34	0.34
Sat Flow, veh/h	1781	3610	1585	1810	1900	1610	1781	3404	1585	1810	4338	794
Grp Volume(v), veh/h	153	476	199	247	283	80	173	334	186	186	366	192
Grp Sat Flow(s),veh/h/ln	1781	1805	1585	1810	1900	1610	1781	1702	1585	1810	1702	1728
Q Serve(g_s), s	9.0	16.6	15.6	13.9	18.0	5.4	8.7	10.7	13.1	8.4	11.2	11.5
Cycle Q Clear(g_c), s	9.0	16.6	15.6	13.9	18.0	5.4	8.7	10.7	13.1	8.4	11.2	11.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.46
Lane Grp Cap(c), veh/h	355	799	351	377	502	426	493	1009	470	537	1155	586
V/C Ratio(X)	0.43	0.60	0.57	0.66	0.56	0.19	0.35	0.33	0.40	0.35	0.32	0.33
Avail Cap(c_a), veh/h	355	799	351	377	502	426	493	1009	470	537	1155	586
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	36.6	48.9	48.5	33.8	44.5	39.9	26.1	38.4	39.3	22.5	34.2	34.4
Incr Delay (d2), s/veh	3.8	3.3	6.5	8.6	4.5	1.0	2.0	0.9	2.5	1.8	0.7	1.5
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(50%),veh/ln	4.3	7.9	6.8	7.0	9.1	2.3	3.9	4.5	5.3	3.7	4.7	5.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.4	52.1	55.0	42.4	49.0	40.8	28.1	39.3	41.7	24.2	35.0	35.9
LnGrp LOS	D	D	E	D	D	D	C	D	D	C	C	D
Approach Vol, veh/h		828			610			693			744	
Approach Delay, s/veh		50.7			45.3			37.1			32.5	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	48.0	25.0	37.0	24.0	54.0	19.0	43.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	23.5	41.5	19.0	31.0	17.5	47.5	13.0	37.0
Max Q Clear Time (g_c+I1), s	10.4	15.1	15.9	18.6	10.7	13.5	11.0	20.0
Green Ext Time (p_c), s	0.2	2.0	0.1	2.1	0.1	2.1	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	315	560	400	958	917	267
Future Volume (veh/h)	315	560	400	958	917	267
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	342	0	435	1041	997	290
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	432		468	3788	1941	866
Arrive On Green	0.12	0.00	0.13	0.74	0.55	0.55
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	342	0	435	1041	997	290
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	8.7	0.0	9.4	6.0	15.9	9.1
Cycle Q Clear(g_c), s	8.7	0.0	9.4	6.0	15.9	9.1
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	432		468	3788	1941	866
V/C Ratio(X)	0.79		0.93	0.27	0.51	0.34
Avail Cap(c_a), veh/h	1114		515	3788	1941	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	14.7	3.8	12.9	11.3
Incr Delay (d2), s/veh	1.3	0.0	21.5	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.0	7.4	1.3	5.7	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.5	0.0	36.1	3.9	13.9	12.4
LnGrp LOS	D		D	A	B	B
Approach Vol, veh/h	342	A		1476	1287	
Approach Delay, s/veh	39.5			13.4	13.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.8		17.2	17.6	55.2
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		8.0		10.7	11.4	17.9
Green Ext Time (p_c), s		4.5		0.6	0.2	3.8

Intersection Summary	
HCM 6th Ctrl Delay	16.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	5	0	637	686	32
Future Vol, veh/h	0	5	0	637	686	32
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	6	0	716	771	36

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	404	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	509	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	509	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	509	-	-
HCM Lane V/C Ratio	-	0.011	-	-
HCM Control Delay (s)	-	12.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	27	0	0	0	0	3	15	617	1	8	686	0
Future Vol, veh/h	27	0	0	0	0	3	15	617	1	8	686	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	0	0	0	0	2	0	2	2	2	2	0
Mvmt Flow	30	0	0	0	0	3	16	678	1	9	754	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1075	1483	377	1031	1483	340	754	0	0	679	0	0
Stage 1	772	772	-	711	711	-	-	-	-	-	-	-
Stage 2	303	711	-	320	772	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.14	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.92	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	234	126	535	249	126	560	520	-	-	558	-	-
Stage 1	290	412	-	319	439	-	-	-	-	-	-	-
Stage 2	630	439	-	615	412	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	224	120	535	240	120	560	520	-	-	558	-	-
Mov Cap-2 Maneuver	250	242	-	272	240	-	-	-	-	-	-	-
Stage 1	281	405	-	309	425	-	-	-	-	-	-	-
Stage 2	607	425	-	605	405	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	21.3	11.5	0.3	0.1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	520	-	-	250	-	-	560	558	-	-
HCM Lane V/C Ratio	0.032	-	-	0.119	-	-	0.006	0.016	-	-
HCM Control Delay (s)	12.2	-	-	21.3	0	0	11.5	11.6	-	-
HCM Lane LOS	B	-	-	C	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	32	0	618	622	47
Future Vol, veh/h	0	32	0	618	622	47
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	0	36	0	694	699	53

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	350	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	552	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	552	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	552	-
HCM Lane V/C Ratio	-	0.065	-
HCM Control Delay (s)	-	12	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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	743	40	0	419	81	0	0	13	0	0	24
Future Vol, veh/h	0	743	40	0	419	81	0	0	13	0	0	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	-	-	-	-	-	0	-	-	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	808	43	0	455	88	0	0	14	0	0	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	426	-	-	228
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	577	0	0	775
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	577	-	-	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.4	9.8
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	577	-	-	-	-	775
HCM Lane V/C Ratio	0.024	-	-	-	-	0.034
HCM Control Delay (s)	11.4	-	-	-	-	9.8
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	43	717	14	5	377	9	18	5	4	56	6	3
Future Vol, veh/h	43	717	14	5	377	9	18	5	4	56	6	3
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	47	779	15	5	410	10	20	5	4	61	7	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	420	0	0	794	0	0	1303	1303	779	1305	1308	410
Stage 1	-	-	-	-	-	-	873	873	-	420	420	-
Stage 2	-	-	-	-	-	-	430	430	-	885	888	-
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	1139	-	-	827	-	-	138	161	396	137	159	642
Stage 1	-	-	-	-	-	-	345	368	-	611	589	-
Stage 2	-	-	-	-	-	-	603	583	-	340	362	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1139	-	-	827	-	-	130	153	396	129	152	642
Mov Cap-2 Maneuver	-	-	-	-	-	-	242	259	-	237	259	-
Stage 1	-	-	-	-	-	-	331	353	-	586	585	-
Stage 2	-	-	-	-	-	-	590	580	-	317	347	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	20.6	25.2
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	260	1139	-	-	827	-	-	239	642
HCM Lane V/C Ratio	0.113	0.041	-	-	0.007	-	-	0.282	0.005
HCM Control Delay (s)	20.6	8.3	-	-	9.4	-	-	25.9	10.6
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.1	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	166	267	104	102	341	112	155	404	97	183	214	96
Future Volume (veh/h)	166	267	104	102	341	112	155	404	97	183	214	96
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	180	290	113	111	371	122	168	439	105	199	233	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	362	1218	543	445	548	464	510	1109	257	466	1078	443
Arrive On Green	0.11	0.34	0.34	0.06	0.29	0.29	0.11	0.27	0.27	0.15	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	4141	961	1781	3552	1459
Grp Volume(v), veh/h	180	290	113	111	371	122	168	358	186	199	222	115
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1702	1697	1781	1702	1608
Q Serve(g_s), s	9.1	8.2	7.1	6.0	24.5	8.3	9.1	12.1	12.6	10.2	6.8	7.5
Cycle Q Clear(g_c), s	9.1	8.2	7.1	6.0	24.5	8.3	9.1	12.1	12.6	10.2	6.8	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.57	1.00		0.91
Lane Grp Cap(c), veh/h	362	1218	543	445	548	464	510	912	455	466	1033	488
V/C Ratio(X)	0.50	0.24	0.21	0.25	0.68	0.26	0.33	0.39	0.41	0.43	0.22	0.23
Avail Cap(c_a), veh/h	362	1218	543	445	548	464	510	912	455	466	1033	488
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	29.2	32.9	32.5	30.9	43.7	37.9	29.9	41.9	42.1	27.5	36.3	36.6
Incr Delay (d2), s/veh	4.8	0.5	0.9	1.3	6.6	1.4	1.7	1.3	2.7	2.9	0.5	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(50%),veh/ln	4.4	3.7	2.9	2.7	12.3	3.4	4.1	5.2	5.5	4.6	2.9	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	34.0	33.4	33.4	32.2	50.3	39.3	31.6	43.2	44.8	30.4	36.8	37.7
LnGrp LOS	C	C	C	C	D	D	C	D	D	C	D	D
Approach Vol, veh/h		583			604			712			536	
Approach Delay, s/veh		33.6			44.7			40.9			34.6	
Approach LOS		C			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	44.0	15.0	54.0	22.0	49.0	22.0	47.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	20.5	37.5	9.0	48.0	15.5	42.5	16.0	41.0
Max Q Clear Time (g_c+I1), s	12.2	14.6	8.0	10.2	11.1	9.5	11.1	26.5
Green Ext Time (p_c), s	0.2	2.0	0.0	1.5	0.1	1.3	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	38.7
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	287	345	438	710	655	399
Future Volume (veh/h)	287	345	438	710	655	399
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	312	0	476	772	712	434
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	400		531	3834	1963	875
Arrive On Green	0.12	0.00	0.13	0.75	0.55	0.55
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	312	0	476	772	712	434
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	7.9	0.0	9.6	4.0	10.1	15.2
Cycle Q Clear(g_c), s	7.9	0.0	9.6	4.0	10.1	15.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	400		531	3834	1963	875
V/C Ratio(X)	0.78		0.90	0.20	0.36	0.50
Avail Cap(c_a), veh/h	1114		573	3834	1963	875
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.7	0.0	11.2	3.3	11.3	12.4
Incr Delay (d2), s/veh	1.3	0.0	15.3	0.1	0.5	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	0.0	4.7	0.9	3.5	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.9	0.0	26.4	3.4	11.8	14.4
LnGrp LOS	D		C	A	B	B
Approach Vol, veh/h	312	A		1248	1146	
Approach Delay, s/veh	39.9			12.2	12.8	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.6		16.4	17.9	55.7
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		6.0		9.9	11.6	17.2
Green Ext Time (p_c), s		3.2		0.5	0.2	3.1

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

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	40	0	735	490	8
Future Vol, veh/h	0	40	0	735	490	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	43	0	799	533	9

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	271	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	620	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	620	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	620	-	-
HCM Lane V/C Ratio	-	0.07	-	-
HCM Control Delay (s)	-	11.2	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

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	0	0	0	0	3	11	690	1	25	521	0
Future Vol, veh/h	30	0	0	0	0	3	11	690	1	25	521	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	33	0	0	0	0	3	12	750	1	27	566	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	944	1395	283	1055	1395	376	566	0	0	751	0	0
Stage 1	620	620	-	775	775	-	-	-	-	-	-	-
Stage 2	324	775	-	280	620	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	276	140	609	237	140	531	631	-	-	515	-	-
Stage 1	363	478	-	285	406	-	-	-	-	-	-	-
Stage 2	607	406	-	645	478	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	259	130	609	224	130	531	631	-	-	515	-	-
Mov Cap-2 Maneuver	304	245	-	249	250	-	-	-	-	-	-	-
Stage 1	356	453	-	280	398	-	-	-	-	-	-	-
Stage 2	592	398	-	611	453	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	18.3	11.8	0.2	0.6
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	631	-	-	304	-	-	531	515	-	-
HCM Lane V/C Ratio	0.019	-	-	0.107	-	-	0.006	0.053	-	-
HCM Control Delay (s)	10.8	-	-	18.3	0	0	11.8	12.4	-	-
HCM Lane LOS	B	-	-	C	A	A	B	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-	-	0	0.2	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	703	470	51
Future Vol, veh/h	0	38	0	703	470	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	41	0	764	511	55

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	256	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	633	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	633	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	633	-
HCM Lane V/C Ratio	-	0.065	-
HCM Control Delay (s)	-	11.1	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.2	-

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	0	509	13	0	508	107	0	0	27	0	0	66
Future Vol, veh/h	0	509	13	0	508	107	0	0	27	0	0	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	-	-	-	-	-	0	-	-	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	553	14	0	552	116	0	0	29	0	0	72

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	284	-	-	276
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	713	0	0	721
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	713	-	-	721
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	10.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	713	-	-	-	-	721
HCM Lane V/C Ratio	0.041	-	-	-	-	0.099
HCM Control Delay (s)	10.3	-	-	-	-	10.5
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	417	24	24	539	12	57	9	10	95	11	7
Future Vol, veh/h	42	417	24	24	539	12	57	9	10	95	11	7
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	46	453	26	26	586	13	62	10	11	103	12	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	599	0	0	479	0	0	1200	1196	453	1207	1209	586
Stage 1	-	-	-	-	-	-	545	545	-	638	638	-
Stage 2	-	-	-	-	-	-	655	651	-	569	571	-
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	978	-	-	1083	-	-	162	186	607	160	183	510
Stage 1	-	-	-	-	-	-	523	519	-	465	471	-
Stage 2	-	-	-	-	-	-	455	465	-	507	505	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	978	-	-	1083	-	-	146	173	607	145	170	510
Mov Cap-2 Maneuver	-	-	-	-	-	-	262	282	-	267	286	-
Stage 1	-	-	-	-	-	-	498	495	-	443	460	-
Stage 2	-	-	-	-	-	-	426	454	-	465	481	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.4	22.6	27
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	286	978	-	-	1083	-	-	269	510
HCM Lane V/C Ratio	0.289	0.047	-	-	0.024	-	-	0.428	0.015
HCM Control Delay (s)	22.6	8.9	-	-	8.4	-	-	28	12.2
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	1.2	0.1	-	-	0.1	-	-	2	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	150	438	183	227	261	92	160	317	171	194	446	91
Future Volume (veh/h)	150	438	183	227	261	92	160	317	171	194	446	91
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	1900	1870	1900	1900	1900	1870	1870	1900	1900	1870	1870
Adj Flow Rate, veh/h	163	476	199	247	284	100	174	345	186	211	485	99
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	0	2	0	0	0	2	2	0	0	2	2
Cap, veh/h	352	799	351	377	502	426	484	1009	470	535	1449	289
Arrive On Green	0.09	0.22	0.22	0.14	0.26	0.26	0.13	0.30	0.30	0.17	0.34	0.34
Sat Flow, veh/h	1781	3610	1585	1810	1900	1610	1781	3404	1585	1810	4270	851
Grp Volume(v), veh/h	163	476	199	247	284	100	174	345	186	211	384	200
Grp Sat Flow(s),veh/h/ln	1781	1805	1585	1810	1900	1610	1781	1702	1585	1810	1702	1717
Q Serve(g_s), s	9.7	16.6	15.6	13.9	18.1	6.8	8.8	11.1	13.1	9.7	11.8	12.2
Cycle Q Clear(g_c), s	9.7	16.6	15.6	13.9	18.1	6.8	8.8	11.1	13.1	9.7	11.8	12.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	352	799	351	377	502	426	484	1009	470	535	1155	583
V/C Ratio(X)	0.46	0.60	0.57	0.66	0.57	0.23	0.36	0.34	0.40	0.39	0.33	0.34
Avail Cap(c_a), veh/h	352	799	351	377	502	426	484	1009	470	535	1155	583
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	36.9	48.9	48.5	33.8	44.5	40.4	26.1	38.6	39.3	22.8	34.4	34.6
Incr Delay (d2), s/veh	4.3	3.3	6.5	8.6	4.6	1.3	2.1	0.9	2.5	2.2	0.8	1.6
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(50%),veh/ln	4.7	7.9	6.8	7.0	9.1	2.9	3.9	4.7	5.3	4.3	4.9	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.2	52.1	55.0	42.4	49.1	41.7	28.2	39.5	41.7	25.0	35.2	36.2
LnGrp LOS	D	D	E	D	D	D	C	D	D	C	D	D
Approach Vol, veh/h		838			631			705			795	
Approach Delay, s/veh		50.7			45.3			37.3			32.8	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	30.0	48.0	25.0	37.0	24.0	54.0	19.0	43.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	23.5	41.5	19.0	31.0	17.5	47.5	13.0	37.0
Max Q Clear Time (g_c+I1), s	11.7	15.1	15.9	18.6	10.8	14.2	11.7	20.1
Green Ext Time (p_c), s	0.2	2.0	0.1	2.1	0.1	2.2	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	41.6
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	325	573	411	958	917	275
Future Volume (veh/h)	325	573	411	958	917	275
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	353	0	447	1041	997	299
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	443		479	3771	1888	842
Arrive On Green	0.13	0.00	0.14	0.74	0.53	0.53
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	353	0	447	1041	997	299
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	8.9	0.0	10.5	6.0	16.5	9.8
Cycle Q Clear(g_c), s	8.9	0.0	10.5	6.0	16.5	9.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	443		479	3771	1888	842
V/C Ratio(X)	0.80		0.93	0.28	0.53	0.36
Avail Cap(c_a), veh/h	1114		505	3771	1888	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.1	0.0	15.8	3.9	13.7	12.2
Incr Delay (d2), s/veh	1.3	0.0	23.4	0.2	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	7.7	1.4	5.9	3.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.4	0.0	39.2	4.0	14.8	13.4
LnGrp LOS	D		D	A	B	B
Approach Vol, veh/h	353	A		1488	1296	
Approach Delay, s/veh	39.4			14.6	14.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		72.5		17.5	18.7	53.8
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		8.0		10.9	12.5	18.5
Green Ext Time (p_c), s		4.5		0.6	0.1	3.7

Intersection Summary	
HCM 6th Ctrl Delay	17.3
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	0	653	679	52
Future Vol, veh/h	0	37	0	653	679	52
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	42	0	734	763	58

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	411	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	504	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	504	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	504	-	-
HCM Lane V/C Ratio	-	0.082	-	-
HCM Control Delay (s)	-	12.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	68	0	32	0	0	3	76	592	1	8	696	15
Future Vol, veh/h	68	0	32	0	0	3	76	592	1	8	696	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	0	0	0	0	2	0	2	2	2	2	0
Mvmt Flow	75	0	35	0	0	3	84	651	1	9	765	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1219	1611	391	1144	1619	326	781	0	0	652	0	0
Stage 1	791	791	-	820	820	-	-	-	-	-	-	-
Stage 2	428	820	-	324	799	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.14	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.92	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	193	105	524	214	104	572	505	-	-	574	-	-
Stage 1	281	404	-	268	392	-	-	-	-	-	-	-
Stage 2	531	392	-	612	401	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	165	86	524	172	85	572	505	-	-	574	-	-
Mov Cap-2 Maneuver	201	200	-	198	184	-	-	-	-	-	-	-
Stage 1	234	398	-	224	327	-	-	-	-	-	-	-
Stage 2	440	327	-	562	395	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	26.5	11.3	1.5	0.1
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	505	-	-	201	524	-	572	574	-	-
HCM Lane V/C Ratio	0.165	-	-	0.372	0.067	-	0.006	0.015	-	-
HCM Control Delay (s)	13.5	-	-	33.1	12.4	0	11.3	11.4	-	-
HCM Lane LOS	B	-	-	D	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.6	-	-	1.6	0.2	-	0	0	-	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	38	0	654	662	50
Future Vol, veh/h	0	38	0	654	662	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	4	2	2	2	2	2
Mvmt Flow	0	43	0	735	744	56

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	372	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	534	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	534	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.3	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	534	-
HCM Lane V/C Ratio	-	0.08	-
HCM Control Delay (s)	-	12.3	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

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	752	40	0	429	83	0	0	13	0	0	27
Future Vol, veh/h	0	752	40	0	429	83	0	0	13	0	0	27
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	-	-	-	-	-	0	-	-	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	817	43	0	466	90	0	0	14	0	0	29

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	430	-	-	233
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	573	0	0	769
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	573	-	-	769
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	11.4	9.9
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	573	-	-	-	-	769
HCM Lane V/C Ratio	0.025	-	-	-	-	0.038
HCM Control Delay (s)	11.4	-	-	-	-	9.9
HCM Lane LOS	B	-	-	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	725	14	5	390	9	18	5	4	56	6	3
Future Vol, veh/h	46	725	14	5	390	9	18	5	4	56	6	3
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	50	788	15	5	424	10	20	5	4	61	7	3

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	434	0	0	803	0	0	1332	1332	788	1334	1337	424
Stage 1	-	-	-	-	-	-	888	888	-	434	434	-
Stage 2	-	-	-	-	-	-	444	444	-	900	903	-
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	1126	-	-	821	-	-	131	154	391	131	153	630
Stage 1	-	-	-	-	-	-	338	362	-	600	581	-
Stage 2	-	-	-	-	-	-	593	575	-	333	356	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1126	-	-	821	-	-	123	146	391	122	145	630
Mov Cap-2 Maneuver	-	-	-	-	-	-	235	252	-	230	253	-
Stage 1	-	-	-	-	-	-	323	346	-	574	578	-
Stage 2	-	-	-	-	-	-	580	572	-	310	340	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.5	0.1	21.1	26
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	253	1126	-	-	821	-	-	232	630
HCM Lane V/C Ratio	0.116	0.044	-	-	0.007	-	-	0.29	0.005
HCM Control Delay (s)	21.1	8.3	-	-	9.4	-	-	26.7	10.7
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	0.4	0.1	-	-	0	-	-	1.2	0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	267	104	102	343	139	157	419	97	207	227	106
Future Volume (veh/h)	177	267	104	102	343	139	157	419	97	207	227	106
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	192	290	113	111	373	151	171	455	105	225	247	115
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	358	1218	543	445	548	464	499	1117	251	461	1063	456
Arrive On Green	0.11	0.34	0.34	0.06	0.29	0.29	0.11	0.27	0.27	0.15	0.30	0.30
Sat Flow, veh/h	1781	3554	1585	1781	1870	1585	1781	4170	936	1781	3503	1501
Grp Volume(v), veh/h	192	290	113	111	373	151	171	369	191	225	239	123
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1870	1585	1781	1702	1702	1781	1702	1600
Q Serve(g_s), s	9.8	8.2	7.1	6.0	24.7	10.4	9.2	12.5	13.0	11.8	7.4	8.1
Cycle Q Clear(g_c), s	9.8	8.2	7.1	6.0	24.7	10.4	9.2	12.5	13.0	11.8	7.4	8.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		0.94
Lane Grp Cap(c), veh/h	358	1218	543	445	548	464	499	912	456	461	1033	486
V/C Ratio(X)	0.54	0.24	0.21	0.25	0.68	0.33	0.34	0.40	0.42	0.49	0.23	0.25
Avail Cap(c_a), veh/h	358	1218	543	445	548	464	499	912	456	461	1033	486
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	29.5	32.9	32.5	30.9	43.7	38.7	29.9	42.1	42.3	28.0	36.5	36.8
Incr Delay (d2), s/veh	5.7	0.5	0.9	1.3	6.7	1.9	1.9	1.3	2.8	3.7	0.5	1.2
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(50%),veh/ln	4.8	3.7	2.9	2.7	12.4	4.3	4.1	5.3	5.7	5.4	3.1	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.2	33.4	33.4	32.2	50.4	40.5	31.8	43.4	45.1	31.7	37.0	38.0
LnGrp LOS	D	C	C	C	D	D	C	D	D	C	D	D
Approach Vol, veh/h		595			635			731			587	
Approach Delay, s/veh		34.0			44.9			41.1			35.2	
Approach LOS		C			D			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	27.0	44.0	15.0	54.0	22.0	49.0	22.0	47.0
Change Period (Y+Rc), s	6.5	6.5	6.0	6.0	6.5	6.5	6.0	6.0
Max Green Setting (Gmax), s	20.5	37.5	9.0	48.0	15.5	42.5	16.0	41.0
Max Q Clear Time (g_c+I1), s	13.8	15.0	8.0	10.2	11.2	10.1	11.8	26.7
Green Ext Time (p_c), s	0.2	2.1	0.0	1.5	0.1	1.4	0.1	1.4

Intersection Summary	
HCM 6th Ctrl Delay	39.0
HCM 6th LOS	D

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	297	359	454	710	655	411
Future Volume (veh/h)	297	359	454	710	655	411
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	323	0	493	772	712	447
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	412		533	3817	1929	860
Arrive On Green	0.12	0.00	0.14	0.75	0.54	0.54
Sat Flow, veh/h	3456	1585	1781	5274	3647	1585
Grp Volume(v), veh/h	323	0	493	772	712	447
Grp Sat Flow(s),veh/h/ln	1728	1585	1781	1702	1777	1585
Q Serve(g_s), s	8.2	0.0	10.2	4.0	10.3	16.2
Cycle Q Clear(g_c), s	8.2	0.0	10.2	4.0	10.3	16.2
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	412		533	3817	1929	860
V/C Ratio(X)	0.78		0.92	0.20	0.37	0.52
Avail Cap(c_a), veh/h	1114		565	3817	1929	860
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.5	0.0	11.7	3.4	11.8	13.1
Incr Delay (d2), s/veh	1.3	0.0	19.9	0.1	0.5	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	5.6	0.9	3.7	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.8	0.0	31.7	3.5	12.3	15.3
LnGrp LOS	D		C	A	B	B
Approach Vol, veh/h	323	A		1265	1159	
Approach Delay, s/veh	39.8			14.5	13.5	
Approach LOS	D			B	B	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		73.3		16.7	18.4	54.9
Change Period (Y+Rc), s		6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s		29.0		29.0	14.0	29.0
Max Q Clear Time (g_c+I1), s		6.0		10.2	12.2	18.2
Green Ext Time (p_c), s		3.2		0.6	0.2	3.0

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	66	0	752	493	25
Future Vol, veh/h	0	66	0	752	493	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	72	0	817	536	27

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	282	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	610	0	-	-	-
Stage 1	0	-	0	-	-	-
Stage 2	0	-	0	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	610	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	610	-	-
HCM Lane V/C Ratio	-	0.118	-	-
HCM Control Delay (s)	-	11.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	58	0	26	0	0	3	74	679	1	25	540	9
Future Vol, veh/h	58	0	26	0	0	3	74	679	1	25	540	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	310	275	-	-	275	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	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	63	0	28	0	0	3	80	738	1	27	587	10

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1101	1545	299	1188	1550	370	597	0	0	739	0	0
Stage 1	646	646	-	899	899	-	-	-	-	-	-	-
Stage 2	455	899	-	289	651	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	223	114	595	198	113	536	610	-	-	522	-	-
Stage 1	349	465	-	234	356	-	-	-	-	-	-	-
Stage 2	507	356	-	637	463	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	192	94	595	163	93	536	610	-	-	522	-	-
Mov Cap-2 Maneuver	242	197	-	181	194	-	-	-	-	-	-	-
Stage 1	303	441	-	203	309	-	-	-	-	-	-	-
Stage 2	438	309	-	575	439	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	20.8	11.8	1.2	0.5
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	610	-	-	242	595	-	536	522	-	-
HCM Lane V/C Ratio	0.132	-	-	0.261	0.047	-	0.006	0.052	-	-
HCM Control Delay (s)	11.8	-	-	25	11.4	0	11.8	12.3	-	-
HCM Lane LOS	B	-	-	D	B	A	B	B	-	-
HCM 95th %tile Q(veh)	0.5	-	-	1	0.1	-	0	0.2	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	45	0	755	511	54
Future Vol, veh/h	0	45	0	755	511	54
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	None	-	Free
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	49	0	821	555	59

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	278	-	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	7.14	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.92	-	-	-	-
Pot Cap-1 Maneuver	0	613	0	-	-	0
Stage 1	0	-	0	-	-	0
Stage 2	0	-	0	-	-	0
Platoon blocked, %				-	-	
Mov Cap-1 Maneuver	-	613	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	613	-
HCM Lane V/C Ratio	-	0.08	-
HCM Control Delay (s)	-	11.4	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.3	-

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	0	521	13	0	519	110	0	0	27	0	0	69
Future Vol, veh/h	0	521	13	0	519	110	0	0	27	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	-	-	-	-	-	0	-	-	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	566	14	0	564	120	0	0	29	0	0	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	-	0	0	-	-	0	-	-	290	-	-	282
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	707	0	0	715
Stage 1	0	-	-	0	-	-	0	0	-	0	0	-
Stage 2	0	-	-	0	-	-	0	0	-	0	0	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	-	-	-	-	-	-	-	-	707	-	-	715
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	10.3	10.6
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBT	WBR	SBLn1
Capacity (veh/h)	707	-	-	-	-	715
HCM Lane V/C Ratio	0.042	-	-	-	-	0.105
HCM Control Delay (s)	10.3	-	-	-	-	10.6
HCM Lane LOS	B	-	-	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.3

Intersection	
Int Delay, s/veh	4.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	429	24	24	552	12	57	9	10	95	11	7
Future Vol, veh/h	46	429	24	24	552	12	57	9	10	95	11	7
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	40	-	60	0	-	0	-	-	-	-	-	0
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
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	50	466	26	26	600	13	62	10	11	103	12	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	613	0	0	492	0	0	1235	1231	466	1242	1244	600
Stage 1	-	-	-	-	-	-	566	566	-	652	652	-
Stage 2	-	-	-	-	-	-	669	665	-	590	592	-
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	966	-	-	1071	-	-	153	177	597	152	174	501
Stage 1	-	-	-	-	-	-	509	507	-	457	464	-
Stage 2	-	-	-	-	-	-	447	458	-	494	494	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	966	-	-	1071	-	-	137	164	597	137	161	501
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	272	-	258	278	-
Stage 1	-	-	-	-	-	-	483	481	-	433	453	-
Stage 2	-	-	-	-	-	-	418	447	-	451	468	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.8	0.3	23.7	28.3
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	274	966	-	-	1071	-	-	260	501
HCM Lane V/C Ratio	0.301	0.052	-	-	0.024	-	-	0.443	0.015
HCM Control Delay (s)	23.7	8.9	-	-	8.4	-	-	29.4	12.3
HCM Lane LOS	C	A	-	-	A	-	-	D	B
HCM 95th %tile Q(veh)	1.2	0.2	-	-	0.1	-	-	2.1	0