

GEORGIA DEPARTMENT OF TRANSPORTATION

TRAFFIC STUDY

**SR 92 Widening from East Paulding Middle School to Old
Burnt Hickory Road**

Project No. CSSTP-0007-00(692)

P. I. No. 0007692

Cobb & Paulding Counties

September, 2017

Prepared by

PARSONS

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1. Introduction

The purpose of this study is to facilitate the concept development for the widening of SR 92 under Georgia Department of Transportation (GDOT) PI 0007692. The project is located in Cobb and Paulding Counties, Georgia. The study area is SR 92 from East Paulding Middle School (south of East Paulding Road/SR 120) to Old Burnt Hickory Road, which is approximately 5.6 miles. Traffic data was collected and safety and capacity analyses were performed for the project to identify the deficiencies of the existing conditions and recommend appropriate future improvements.

2. Existing Conditions

SR 92 is an undivided two-lane urban principal arterial with turning lanes at some individual intersections. This project includes a total of 27 intersections, including 2 signalized and 25 unsignalized intersections. The unsignalized intersections have stop controls on the minor approaches. For the purposes of this report, SR 92 is considered a north-south highway and all cross roads are considered east-west roads. The posted speed limit for SR 92 within this study corridor ranges from 45-55 miles per hour (mph). The current highest average annual daily traffic (AADT) along SR 92 is 18,400 vehicles per day (vpd). The AADT for other cross roads are shown in the volume diagrams enclosed in Appendix A. Existing intersection lane configurations are also attached in Appendix B.

3. Projects in Area

The following nearby projects were identified:

- P.I. 0006857 – Paulding County – SR 92 from Old Burnt Hickory Road to Picketts Mill Place.
- P.I. 621720 – Paulding County – SR 92 from Nebo Road to East Paulding Middle School.
- P.I. 632921 – Paulding County – SR 92 from Hiram Park Drive to Oak Street.
- P.I. M005645 – Cobb, Paulding County – SR 92 from SR 6 to CR 894/Cedarcrest Road.
- P.I. S014550 – Paulding County – RT Turn Lane SB Hiram-Acworth Hwy/SR 92 @CR 230/E Paulding Dr.

4. Crash Analysis

Historical crash data was obtained from Georgia Electronic Accident Reporting System (GEARS) for the four-year period of 2013-2016 for SR 92 within the project limits. Crash data was collected on SR 92 from East Paulding Middle School North Driveway to SR 381/Dallas Acworth Hwy, which is approximately 5.8 miles.

A total of 516 crashes occurred during the analysis period. No pedestrian crashes and no fatalities have been reported in the project limits during the analysis period. The total number of crashes increased from 110 crashes in 2013 to 153 crashes in 2015, but then reduced to 137 crashes in 2016.

A complete review of the projects that have been done in the study area was conducted to investigate the possible changes affecting the frequency of crashes over time. Southbound right-turn lanes have been added at the intersections with Dallas Acworth Hwy (in 2015) and East Paulding Drive (in 2016). No other geometric design changes have been found at the locations where the number of crashes decreased in year 2015. This reduction might be due to any changes in the crash reporting system.

Table 1 shows the number of crashes which occurred on the roadway, off the roadway or on the shoulder. Out of the 516 crashes occurring in the four-year analysis, 456 (88 percent) involved motor vehicles in motion, most of which were on the roadway.

Over 90 percent of total crashes (468 out of 516 crashes) were collisions with other vehicles in traffic, objects or animals. Seven crashes involved an animal on SR 92 for the four-year study period. Five of them occurred during dark-not lighted conditions and two crashes occurred during the daylight condition.

A total of 48 roadway departure crashes (RwD) occurred off roadway or on shoulder. Three overturn crashes are recorded as RwD crashes. One of these crashes occurred at the intersection of East Paulding Drive, after a vehicle ran a red signal, and a motorcycle applied brakes to avoid the collision, then slid and overturned. The second crash occurred at the intersection of Battle Gate Lane. No left-turn lane is provided at this intersection. There is a steep embankment and an insufficient shoulder width on SR 92 northbound. Crash narrative indicates that a vehicle was stopped waiting for traffic to clear before turning left onto Battle Gate Lane, when the second vehicle approached the intersection, but could not stop in time. It then traveled off the east edge of the roadway to avoid the impending collision. The third crash occurred on a curve, north of East Paulding Drive, during the dark-not lighted condition when the driver was under the influence.

Table 1: Crash History by First Harmful Event

First Harmful Event	On Roadway	Off Roadway	On Shoulder	Total
Animal	7	0	0	7
Motor Vehicle In Motion	454	2	0	456
Over Turn	0	2	1	3
Ditch	0	2	14	16
Embankment	0	1	0	1
Highway Traffic Sign Post	0	0	5	5
Mail Box	0	0	4	4
Culvert	0	0	3	3
Other - Fixed Object	0	3	6	9
Other Object (Not Fixed)	3	0	0	3
Other Post/Pole Support	0	1	0	1
Parked Motor Vehicle	4	0	0	4
Tree	0	1	3	4
Total	468	12	36	516

The crash history by crash type for the project limits is summarized in Table 2. Rear-end crashes occurred the most (49 percent of the total crashes), followed by angle crashes (31 percent). The remaining crash types each accounted for less than 10 percent of the total crashes. The high percentage of rear-end crashes and angle crashes is an indication of congestion and high turning movements at intersections.

Table 2: Crash History by Crash Type

Year	Angle	Head On	Rear End	Sideswipe – Opposite Direction	Sideswipe – Same Direction	Other	Total
2013	30	5	53	3	9	10	110
2014	31	2	65	3	5	10	116
2015	47	5	69	3	4	25	153
2016	50	4	66	7	5	5	137
Total	158	16	253	16	23	50	516
Percentage	31%	3%	49%	3%	4%	10%	100%

The crash history for SR 92 by lighting condition is summarized in Table 3. Most crashes occurred in daylight conditions, followed by dark – not lighted. In total, 19 percent of the crashes occurred in dark-not lighted conditions.

Table 3: Lighting Conditions Crash History

Condition	2013	2014	2015	2016	Total
Daylight	87	92	113	98	390
Dusk	1	1	2	2	6
Dawn	1	2	0	4	7
Dark - lighted	2	3	3	7	15
Dark – not lighted	19	18	35	26	98
Total	110	116	153	137	516
% Dark – not lighted	17%	16%	23%	19%	19%

Table 4 shows the crash history by crash rate in each year. The crash rates are calculated for total crashes, crashes involving injuries, and crashes involving fatalities along the corridor. These are then compared to the statewide average for urban principal arterial (not including freeways). This information indicates that the crash rates for SR 92 were higher than the statewide average in 2015. Also, the injury-crash rate has been higher on SR 92 compared to the statewide average rate for years 2013 and 2015. Note that the statewide average rates are not available for 2016.

Table 4: Crash History by Rate & Comparison with Statewide Average

Year	No. of Crashes			Total Crashes		Injury Crashes		Fatality Crashes	
	Total Crashes	Crashes Involving Injuries	Crashes Involving Fatalities	Rate (100MVM)	Statewide Ave. Rate (100MVM)	Rate (100MVM)	Statewide Ave. Rate (100MVM)	Rate (100MVM)	Statewide Ave. Rate (100MVM)
2013	110	36	0	549	608	180	141	0	1.18
2014	116	28	0	482	589	116	134	0	1.15
2015	153	44	0	586	583	169	138	0	1.24
2016	137	37	0	535	-	145	-	0	-

The next sections characterize crashes occurring on segments or at intersections along SR 92. Out of 516 crashes on the SR 92 corridor during the four-year study period, 245 crashes occurred on segments, 159 crashes at signalized intersections and 112 crashes at unsignalized intersections.

4.1. Non-Intersection Crash Analysis

Tables 5 and 6 show the crash data along SR 92 that did not occur at intersections, i.e. crashes occurring on roadway segments. A total of 245 non-intersection crashes occurred during the analysis period. The total number of crashes increased from 58 crashes in 2013 to 81 crashes in 2015, but then decreased to 39 crashes in 2016. Table 5 summarizes the crash history by crash type for all non-intersection crashes. Rear-end crashes accounted for 48 percent of the total crashes, followed by angle crashes (26 percent). The high percentage of rear-end crashes is an indication of congestion along the SR 92 mainline.

Table 5: Crash History by Crash Type - Non-Intersection Data

Year	Angle	Head On	Rear End	Sideswipe – Opposite Direction	Sideswipe - Same Direction	Other	Total
2013	11	2	30	1	6	8	58
2014	11	1	42	2	3	8	67
2015	17	1	37	2	1	23	81
Total	7	2	20	5	1	4	39
Percentage	26%	2%	48%	2%	5%	17%	100%

Table 6 displays the non-intersection crash history by lighting condition. Most of the crashes occurred during the daytime, followed by dark – not lighted conditions. Overall, 22 percent of the non-intersection crashes occurred in dark – not lighted conditions.

Table 6: Lighting Conditions Crash History – Non-Intersection Data

Condition	2013	2014	2015	2016	Total
Daylight	44	50	58	28	180
Dusk	1	1	0	1	3
Dawn	1	0	0	0	1
Dark - lighted	1	3	1	1	6
Dark – not lighted	11	13	22	9	55
Total	58	67	81	39	245
<i>% Dark – not lighted</i>	<i>19%</i>	<i>19%</i>	<i>27%</i>	<i>23%</i>	<i>22%</i>

4.2. Signalized Intersections Crash Analysis

Table 7 through Table 10 show the crash data along SR 92 occurring at signalized intersections. A total of 159 signalized intersection crashes occurred during the analysis period. The total number of crashes increased from 38 crashes in 2013 to 56 crashes in 2016, which could be due to an increase in the traffic volume.

Table 7 shows the total crashes occurring at each signalized intersection. The three signalized intersections within the study limits are shown in the columns. During 2013-2016, the total crashes occurring at Dallas Acworth Hwy (90 crashes) were the greatest, followed by East Paulding Drive (55 crashes).

Table 7: Crash History – Signalized Intersections

Condition	East Paulding Drive	Due West St	Dallas Acworth Hwy	Total
2013	15	3	20	38
2014	8	5	17	30
2015	14	2	19	35
2016	18	4	34	56
Total	55	14	90	159

During the four-year period, 36 injury crashes and no fatal crashes were recorded at signalized intersections (Table 8). The total injury crashes occurring at the intersection of Dallas Acworth Hwy and SR 92 (22 crashes) were the greatest. Also, the most severe crash at signalized intersections occurred at the intersection of Dallas Acworth Hwy. Crash report indicates that a left-turning vehicle on SR 92 northbound failed to yield and was hit by another vehicle traveling south on SR 92. This crash caused five injuries and occurred during the dark-not lighted condition. The manner of crash was right angled. Intersection lighting can improve the visibility and prevent such crashes.

Table 8: Crashes Involving Injuries– Signalized Intersections

Condition	East Paulding Drive	Due West Street	Dallas Acworth Highway	Total
2013	5	0	5	10
2014	1	1	5	7
2015	2	0	5	7
2016	3	2	7	12
Total	11	3	22	36

The crash history by crash type for signalized intersections along SR 92 are summarized in Table 9. Rear-end crashes occurred the most (62 percent of total), followed by angle crashes (25 percent). Angle crashes mostly occurred for left-turning vehicles on SR 92. Many rear-end crashes were recorded traveling eastbound/southbound at the intersection of East Paulding Drive, westbound at the intersection of Due West St, and eastbound/westbound at the intersection of Dallas Acworth Hwy.

Table 9: Crash History by Crash Type – Signalized Intersections (2013-2016)

Crash Type	East Paulding Drive		Due West St		Dallas Acworth Hwy		Total	
	Count	%	Count	%	Count	%	Count	%
Angle	15	27%	5	36%	19	21%	39	25%
Head On	1	2%	2	14%	4	4%	7	4%
Rear End	37	67%	7	50%	55	61%	99	62%
Sideswipe – Opposite Direction	0	0%	0	0%	5	6%	5	3%
Sideswipe – Same Direction	1	2%	0	0%	6	7%	7	4%
Other	1	2%	0	0%	1	1%	2	1%
Total	55	100%	14	100%	90	100%	159	100%

Between 12 to 21 percent of the total crashes at the signalized intersections occurred during dark-not lighted conditions (Table 10). The highest number of crashes during the dark conditions occurred at the intersection of Dallas Acworth Hwy indicating that poor lighting could be a contributory factor in the crash occurrences at this intersection.

Table 10: Lighting Conditions Crash History – Signalized Intersections (2013-2016)

Condition	East Paulding Drive	Due West St	Dallas Acworth Hwy	Total
Daylight	41	10	71	122
Dusk	2	0	1	3
Dawn	1	1	3	5
Dark - lighted	3	0	4	7
Dark – not lighted	8	3	11	22
Total	55	14	90	159
% Dark – not lighted	15%	21%	12%	14%

4.3. Unsignalized Intersections Crash Analysis

A total of 112 crashes occurred at 11 unsignalized intersections and private driveways listed in Table 11. 44 crashes occurred at driveway locations distributed throughout the SR 92 corridor.

Table 11: Crash History – Unsignalized Intersections

Intersection	2013	2014	2015	2016	Total
Whitworth Church Loop	0	1	2	0	3
Old Burnt Hickory Road	2	5	5	8	20
Battle Gate Lane	0	0	1	0	1
Pine Bluff Drive	0	1	1	2	4
Due West Road	6	4	7	9	26
Paige Street	0	0	1	0	1
Viola Drive	0	0	1	0	1
Holland Rd	0	0	1	0	1
Meryton Park	0	0	0	1	1
Antioch Road	0	2	4	2	8
West Ridge Church	0	0	2	0	2
Private Driveway	6	6	12	20	44
Total	14	19	37	42	112

Per Table 12, 65 percent of crashes occurring at unsignalized intersections for the four-year period are angled and 22 percent are rear-ended. The highest number of crashes at unsignalized intersections was recorded at Due West Road (26 crashes) with angle crashes accounting for 77 percent of the total crashes. Crash reports show that 18 out of 26 crashes were between a vehicle on Due West Road trying to turn left and another vehicle traveling south on SR 92.

The Old Burnt Hickory Road/ SR 92 intersection recorded 20 crashes; the second highest number of crashes for the four-year period with angle crashes accounting for 45 percent of the total crashes. 6 out of 9 angle crashes at this

intersection were between a vehicle on SR 92 southbound making a left-turn and another vehicle driving straight on SR 92 northbound.

Possible solutions to prevent angle crashes between turning vehicles are turn restriction (by converting the full access intersection into a right-in/right-out (RI/RO) intersection), installation of traffic signals, or installation of roundabouts.

Table 12: Crash Type History – Unsignalized Intersections (2013-2016)

Intersection	Angle	Head On	Rear End	Sideswipe- Opposite Direction	Sideswipe- Same Direction	Other	Total
Whitworth Church Loop	3	0	0	0	0	0	3
Old Burnt Hickory Road	9	0	10	0	1	0	20
Battle Gate Lane	0	0	0	0	0	1	1
Pine Bluff Drive	3	0	1	0	0	0	4
Due West Road	20	0	4	0	1	1	26
Paige Street	0	1	0	0	0	0	1
Viola Drive	0	1	0	0	0	0	1
Holland Rd	0	0	1	0	0	0	1
Meryton Park	0	0	1	0	0	0	1
Antioch Road	4	0	3	0	1	0	8
West Ridge Church	0	1	0	0	0	1	2
Private Driveway	34	0	5	1	2	2	44
Total	73	3	25	1	5	5	112
Percentage	65%	3%	22%	1%	4%	4%	100%

Table 13 indicates that 36 out of 112 crashes (32 percent) occurring at unsignalized intersections resulted in injuries. The number of injury crashes has been increasing since 2013. The highest number of injury crash occurred at the intersection of Old Burnt Hickory Road (9 crashes). In six cases, the at-fault driver was traveling on the SR 92 southbound approach. Four of these injury crashes occurred between a vehicle traveling north on SR 92 and another vehicle traveling southbound, trying to make a left turn onto Old Burnt Hickory Rd. Note that no left-turn lane has been provided for the southbound approach and the intersection is located on a horizontal curve.

Table 13: Injury Crash History – Unsignalized Intersections

Intersection	2013	2014	2015	2016	Total
Whitworth Church Loop	0	1	2	0	3
Old Burnt Hickory Road	1	2	2	4	9
Battle Gate Lane	0	0	0	0	0
Pine Bluff Drive	0	0	1	1	2
Due West Road	3	1	2	1	7
Paige Street	0	0	1	0	1
Viola Drive	0	0	1	0	1
Holland Rd	0	0	0	0	0
Meryton Park	0	0	0	1	1
Antioch Road	0	0	0	0	0
West Ridge Church	0	0	2	0	2
Private Driveway	0	1	3	6	10
Total	4	5	14	13	36

21 out of 112 crashes at unsignalized intersections (19 percent) occurred during the dark-not lighted conditions and the highest number of crashes in this condition is recorded at Old Burnt Hickory Road (Table 14).

Table 14: Lighting Conditions Crash History– Unsignalized Intersections

Intersection	Daylight	Dusk	Dawn	Dark-Lighted	Dark-Not Lighted	Total
Whitworth Church Loop	2	0	0	0	1	3
Old Burnt Hickory Road	16	0	0	0	4	20
Battle Gate Lane	1	0	0	0	0	1
Pine Bluff Drive	3	0	0	0	1	4
Due West Road	23	0	0	0	3	26
Paige Street	1	0	0	0	0	1
Viola Drive	1	0	0	0	0	1
Holland Rd	1	0	0	0	0	1
Meryton Park	0	0	0	0	1	1
Antioch Road	5	0	0	0	3	8
West Ridge Church	1	0	0	0	1	2
Private Driveway	34	0	1	2	7	44
Total	88	0	1	2	21	112

4.4. Conclusion

A total of 516 crashes occurred during the analysis period. The total number of crashes increased from 110 crashes in 2013 to 153 crashes in 2015, but then reduced to 137 crashes in 2016. A complete review of the projects that have been done in the study area was conducted to investigate the possible changes affecting the frequency of crashes over time. Southbound right turn lanes have been added at the intersections with Dallas Acworth Hwy (in 2015) and East Paulding Drive (in 2016). No other geometric design changes have been found at the locations where the number of crashes decreased in year 2015. This reduction might be due to any changes in the crash reporting system.

The crash rate information indicated that the crash rate for SR 92 is higher than the statewide average in 2015. Also, the injury rate on SR 92 is higher than the statewide average injury rate for years 2013 and 2015. No pedestrian crashes and no fatalities have been reported on in the project limits during the analysis period.

The widening of SR 92 from a two-lane undivided to a four-lane divided cross-section is expected to provide safety benefits due to improved access management. Safety improvements are especially expected where there is a high concentration of driveways and access points. Providing a physical median along the corridor will remove the cross-median collisions.

Converting the unsignalized intersections with high number of angle crashes to RI/RO intersections will prevent left-turning maneuvers and decrease the total number of crashes. It is also important that the turn restrictions or prohibitions are clearly signed so that motorists become aware of the restriction or prohibition and do not make illegal turns.

Moreover, appropriate selection of intersection traffic control (signalized or roundabouts) will help minimize crash frequency and severity.

5. Traffic Forecast

Traffic forecasting was performed for open year (2026) and design year (2046) for SR 92. Traffic forecasts were provided by GDOT for this project.

5.1. Existing Traffic Data

Based on the traffic volume diagrams provided by GDOT, the highest 24-hour truck percentage is approximately 13 percent near Due West Road with 10.5 percent of single-unit trucks and 2.5 percent of tractor trailer trucks. The peak hour truck percentage is approximately 12.5 percent at the same location.

5.2. Traffic Growth Rate and Forecast

The traffic forecast growth rate and future year volume forecasts were provided by GDOT. The opening year (2026) and design year (2046) traffic volumes were developed and are included in Appendix A.

6. Capacity Analysis

Capacity analysis is a set of procedures for estimating traffic-carrying ability of facilities over a range of defined operational conditions. It provides tools to assess facilities and to plan and design improved facilities [Highway Capacity Manual 2010]. Level of service (LOS) is a quality measure describing operational conditions, which is represented by six letters, from A to F, with LOS A representing the best operating conditions and LOS F the worst. For intersection capacity analysis, control delay is the measure of effectiveness (MOE) for determining LOS. The LOS criteria for signalized intersections and unsignalized intersections, and urban arterials as defined in Highway Capacity Manual 2010 are included in Table 15, Table 16, and Table 17, respectively. For these analyses, SR 92 is considered a north-south highway and all cross roads are considered as east-west roads.

Table 15: LOS Criteria for Signalized Intersections

Level of Service	Control Delay Per Vehicle (sec/veh)
A	<=10
B	>10-20
C	>20-35
D	>35-55
E	>55-80
F	>80

Table 16: LOS Criteria for Unsignalized Intersections

Level of Service	Control Delay Per Vehicle (sec/veh)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

Table 17: Urban Street LOS

Travel Speed as Percentage of Base Free flow speed (%)	LOS
>85	A
>67-85	B
>50-67	C
>40-50	D
>30-40	E
≤ 30	F

Capacity analysis was performed for AM and PM peak hours for existing (2017) conditions, opening year (2026) and design year (2046) no-build and build conditions in this study. *Synchro plus SimTraffic 9* software was used for analyzing the intersections and roadway. The Synchro analysis reports are included in Appendix C. Further analysis was performed on the proposed roundabouts at Due West Street/Due West Road and Due West Road. These intersections were analyzed with multiple roundabout analysis software, including *SIDRA 7*, from which the results below were extracted. The SIDRA output results can be found in Appendix D.

6.1. Existing Condition

Capacity analysis was performed for the existing conditions and the analysis results are included in Table 18 to Table 20.

Table 18: Capacity Analysis Results for Intersections (Existing 2017)

Intersection SR 92 @	Approach / Movement	AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Old Burnt Hickory Road	Northbound	0	A	0	A
	Southbound	3.3	A	2.7	A
	Westbound	32.7	D	38	E
Battle Gate Lane	Northbound	0.2	A	0.1	A
	Southbound	0	A	0	A
	Eastbound	13.3	B	17.2	C
Picket's Mill Baptist Church	Northbound	0	A	0.1	A
	Southbound	0	A	0	A
	Eastbound	-	-	-	-
Pine Bluff Drive/Gunter Farm Path	Northbound	0.3	A	0.5	A
	Southbound	0.1	A	0	A
	Eastbound	29.0	D	24	C
	Westbound	11.2	B	12.1	B
Pickett's Group Shelter	Northbound	0	A	0	A
	Southbound	0	A	0	A
	Eastbound	-	-	-	-
Abbey Lane	Northbound	0	A	0.2	A
	Southbound	0	A	0	A
	Eastbound	24.9	C	11.9	B
Due West Street/Due West Road*	-	10.7	B	24.7	C
Due West Road	Northbound	0.2	A	0.5	A
	Southbound	0	A	0	A
	Eastbound	146.2	F	61.9	F
Wiley Path	Northbound	0	A	0.1	A
	Southbound	0	A	0	A
	Eastbound	-	-	-	-
Woodlore Drive	Northbound	0	A	0	A
	Southbound	0.1	A	0.2	A
	Westbound	19.7	C	18.3	C
Paige Street	Northbound	0	A	0	A
	Southbound	0	A	0	A
	Eastbound	12.9	B	22.3	C
Womack Avenue	Northbound	0	A	0.1	A

Intersection SR 92 @	Approach / Movement	AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
	Southbound	0	A	0	A
	Westbound	23.2	C	22.5	C
Wiscasset Parkway	Northbound	0	A	0	A
	Southbound	0	A	0	A
	Westbound	23.7	C	22.2	C
Presidential Drive	Northbound	0.1	A	0	A
	Southbound	0	A	0	A
	Eastbound	23.9	C	22.4	C
Viola Drive	Northbound	0	A	0.1	A
	Southbound	0	A	0	A
	Eastbound	20.3	C	21.5	C
Holland Road	Northbound	0.2	A	0.6	A
	Southbound	0	A	0	A
	Eastbound	22.8	C	18.8	C
Wyndham Lakes Drive	Northbound	0	A	0	A
	Southbound	0	A	0	A
	Westbound	21.4	C	19.2	C
Kensley Way	Northbound	0.2	A	0.3	A
	Southbound	0	A	0	A
	Eastbound	16	C	14.9	B
Sayre Drive	Northbound	0	A	0	A
	Southbound	0	A	0	A
	Westbound	24.7	C	22.1	C
Meryton Park	Northbound	0.1	A	0.1	A
	Southbound	0	A	0	A
	Westbound	19.4	C	11.7	B
Cedar Grove Path	Northbound	0.1	A	0.1	A
	Southbound	0	A	0	A
	Eastbound	18.4	C	11.8	B
Antioch Road	Northbound	0	A	0	A
	Southbound	0.3	A	0.1	A
	Westbound	36.2	E	102.7	F
E Paulding Drive*	-	25.7	C	28.8	C
West Ridge Church	Northbound	0	A	0	A
	Southbound	0	A	0.1	A
	Westbound	-	-	32.8	D

* Signalized intersections

Table 19: SR 92 NB Roadway Capacity Analysis Results (Existing 2017)

Intersection	AM			PM			
	SR 92 @	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS
E Paulding Dr*		38	77%	B	40	79%	B
Due West Rd NW*		48	87%	A	40	73%	B

* Signalized intersections

** SR 92 is considered a north-south road and all cross roads are considered east-west roads.

BFFS = Base Free Flow Speed; SR 92 posted speed limit is 55 mph from E Paulding Dr to Old Burnt Hickory Rd.

Table 20: SR 92 SB Roadway Capacity Analysis Results (Existing 2017)

Intersection	AM			PM			
	SR 92 @	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS
Due West Rd NW*		53	96%	A	49	89%	A
E Paulding Dr*		45	82%	A	42	79%	A

* Signalized intersections

** SR 92 is considered a north-south road and all cross roads are considered east-west roads.

BFFS = Base Free Flow Speed; SR 92 posted speed limit is 55 mph from E Paulding Dr to Old Burnt Hickory Rd.

The intersection capacity analysis indicates that currently, most intersections operate at LOS D or better with the exception of the following 3 unsignalized intersections: Old Burnt Hickory Rd, Due West Rd, and Antioch Rd. All signalized intersections operate at LOS D or better.

From the roadway capacity analysis results summary in Table 19 and Table 20, it is observed that the northbound and southbound directions operate at LOS B or better at all signalized intersections.

6.2. No-Build Condition

Capacity analysis with optimized signals was performed for the no-build conditions for the opening year (2026) and design year (2046). The analysis results are included in Table 21 to Table 23.

Table 21: Capacity Analysis Results for Intersections (No-Build)

Intersection	Approach / Movement	2026 (Open Year)				2046 (Design Year)			
		AM		PM		AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Old Burnt Hickory Road	Northbound	0	A	0	A	0	A	0	A
	Southbound	3.7	A	3	A	14.8	B	7.7	A
	Westbound	>1000	F	259.2	F	290.3	F	>1000	F
Battle Gate Lane	Northbound	0.1	A	0.1	A	0.1	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	16.1	C	22.1	C	32.7	D	103.1	F
Picket's Mill Baptist Church	Northbound	0	A	0.1	A	0	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	-	-	-	-	-	-	-	-
	Northbound	0.3	A	0.4	A	0.2	A	0.4	A

Pine Bluff Drive/Gunter Farm Path	Southbound	0.1	A	0	A	0	A	0	A
	Eastbound	64.8	F	34.4	D	>1000	F	371.9	F
	Westbound	12.5	B	13.7	B	17.3	C	22.3	C
Pickett's Group Shelter	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	-	-	-	-	-	-	-	-
Abbey Lane	Northbound	0	A	0.2	A	0	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	30.8	D	13.3	B	203.3	F	20.4	C
Due West Street/Due West Road*	-	12.9	B	45.2	D	48.4	D	193.3	F
Due West Road	Northbound	0.1	A	0.6	A	0.2	A	0.7	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	664.6	F	295.6	F	>1000	F	>1000	F
Wiley Path	Northbound	0	A	0.1	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	-	-	-	-	-	-	-	-
Woodlore Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0.1	A	0.1	A	0	A	0.1	A
	Eastbound	30	D	25	D	239.8	F	85.9	F
Paige Street	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	15.3	C	32	D	27.8	D	73.7	F
Womack Avenue	Northbound	0	A	0.1	A	0	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	35.9	E	32.0	D	162.3	F	125.9	F
Wiscasset Parkway	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	37.4	E	31.6	D	245.8	F	138.6	F
Presidential Drive	Northbound	0.1	A	0	A	0.1	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	39.6	E	28.5	D	409	F	174.4	F
Viola Drive	Northbound	0	A	0.1	A	0	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	33.1	D	31.6	D	186.9	F	75	F
Holland Road	Northbound	0.2	A	0.6	A	0.2	A	0.8	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	43.4	E	29.2	D	>1000	F	552.4	F
Wyndham Lakes Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0.1	A	0	A	0.2	A
	Westbound	32.9	D	27.1	D	261.7	F	301.1	F
Kensley Way	Northbound	0.2	A	0.3	A	0.1	A	0.3	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	21.2	C	23.4	C	69.3	F	107.4	F
Sayre Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	38.7	E	32.2	D	285.1	F	122	F
Meryton Park	Northbound	0.1	A	0.1	A	0.1	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	27.5	D	13.2	B	87.9	F	20.6	C
Cedar Grove Path	Northbound	0.1	A	0.1	A	0.1	A	0.1	A
	Southbound	0	A	0	A	0	A	0	A

	Eastbound	29.1	D	13.3	B	144.5	F	20.8	C
Antioch Road	Northbound	0	A	0	A	0	A	0	A
	Southbound	0.4	A	0.2	A	0.5	A	0.2	A
	Westbound	77.8	F	390.3	F	>1000	F	>1000	F
E Paulding Drive*	-	40.6	D	53.8	D	212.3	F	157.6	F
West Ridge Church	Northbound	0	A	0	A	0	A	0	A
	Southbound	0.2	A	0.2	A	0.3	A	0.2	A
	Westbound	-	-	50.5	F	-	-	859.7	F

* Signalized intersections
Optimized signals for no-build conditions

Table 22: SR 92 NB Roadway Capacity Analysis Results (No-Build)

Intersection	2026						2046					
	AM			PM			AM			PM		
SR 9	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS
E Paulding Dr*	33	66%	C	36	71%	B	14	28%	F	26	52%	D
Due West Rd NW*	46	84%	A	33	59%	C	41	75%	B	13	23%	F

* Signalized intersections
** SR 92 is considered a north-south road and all cross roads are considered east-west roads.
BFFS = Base Free Flow Speed; SR 92 posted speed limit is 55 mph from E Paulding Dr to Old Burnt Hickory Rd.

Table 23: SR 92 SB Roadway Capacity Analysis Results (No-Build)

Intersection	2026						2046					
	AM			PM			AM			PM		
SR 9	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS	Travel speed (mph)	% of BFFS	LOS
Due West Rd NW*	52	94%	A	48	87%	A	43	78%	A	41	74%	B
E Paulding Dr*	41	75%	B	35	64%	B	20	37%	E	20	36%	E

* Signalized intersections
** SR 92 is considered a north-south road and all cross roads are considered east-west roads.
BFFS = Base Free Flow Speed; SR 92 posted speed limit is 55 mph from E Paulding Dr to Old Burnt Hickory Rd.

The intersection capacity analysis indicates that by the no-build open year (2026), some stop-controlled side streets deteriorate to LOS E or F, including Old Burnt Hickory Road, Pine Bluff Drive/Gunter Farm Path, Due West Road, Antioch Road, and West Ridge Church. By the design year (2046), side streets of most unsignalized intersections deteriorate to LOS E or F. Also, both signalized intersections, E Paulding Dr and Due West Rd NW, operate at LOS F by 2046.

6.3. Build Condition

The build condition proposes widening SR 92 to four lanes and the addition of a median. Additional improvements include converting the unsignalized intersections to roundabouts at the intersections of Old Burnt

Hickory Rd, Due West Street/ Due West Rd, and Due West Rd. The median width varies between 4 ft and 20 ft within the project limits. Median breaks are provided at the existing signalized intersections and other major unsignalized intersection locations. The proposed improvements to the intersections are summarized in Table 24 and the proposed intersection lane configuration is shown in Appendix B.

Table 24: Summary of Intersection Improvements

Intersection SR 92 @	Improvement
E Paulding MS South Dwy	Provide northbound U-turn/left-turn lane to a full width length of 235 ft
	Extend southbound right-turn lane to a full width length of 175 ft
E Paulding Dr	Extend westbound left-turn lane to a full width length of 235 ft
	Provide northbound dual left-turn lanes to a full width length of 250 ft
	Provide northbound right-turn lane to a full width length of 175 ft
	Provide southbound U-turn/ dual left-turn lanes to a full width length of 250 ft
Antioch Rd	Provide northbound right-turn lane to a full width length of 175 ft
Cedar Grove	Convert to RI/RO intersection.
Meryton Park	Extend southbound right-turn lane to a full width length of 175 ft
Sayre Drive	Provide northbound U-turn lane to a full width length of 350 ft
	Provide southbound U-turn/left-turn lane to a full width length of 235 ft
Kensley Way	Convert to RI/RO intersection.
	Extend southbound right-turn lane to a full width length of 175 ft
Wyndham Lakes Drive	Convert to RI/RO intersection.
	Extend northbound right-turn lane to a full width length of 175 ft
Holland Road	Provide northbound U-turn/left-turn lane to a full width length of 235 ft
	Provide southbound U-turn lane to a full width length of 235 ft
	Provide southbound right-turn lane to a full width length of 175 ft
Viola Drive	Convert to RI/RO intersection.
	Extend southbound right-turn lane to a full width length of 175 ft
Presidential Drive	Convert to RI/RO intersection.
	Extend southbound right-turn lane to a full width length of 180 ft
Wiscasset Parkway	Provide northbound U-turn lane to a full width length of 235 ft
	Extend northbound right-turn lane to a full width length of 175 ft
	Provide southbound U-turn/left-turn lane to a full width length of 235 ft
Womack Avenue	Convert to RI/RO intersection.
Paige Street	Convert to RI/RO intersection.
Woodlore Drive	Convert to RI/RO intersection.
	Extend northbound right-turn lane to a full width length of 175 ft
Wiley Path	Convert to RI/RO intersection.
Due West Road	Convert to 2-lane roundabout.
Due West Street/ Due West Road	Convert to 2-lane roundabout with bypass lane.
	Extend westbound left-turn lane to a full width length of 350 ft

Intersection SR 92 @	Improvement
Abbey Lane	Convert to RI/RO intersection.
	Provide southbound right-turn lane to a full width length of 175 ft
Pickett's Group Shelter	Provide northbound U-turn/left-turn lane to a full width length of 235 ft
Pine Bluff Drive	Provide northbound U-turn/left-turn lane to a full width length of 235 ft
	Provide southbound U-turn lane to a full width length of 235 ft
	Provide southbound right-turn lane to a full width length of 370 ft
Gunter Farm Path	Convert to RI/RO intersection.
Pickett's Mill Baptist Church	Convert to RI/RO intersection.
Battle Gate Lane	Provide northbound U-turn/left-turn lane to a full width length of 235 ft
	Extend southbound right-turn lane to a full width length of 175 ft
Old Bunt Hickory Road	Convert to 2-lane roundabout.

* SR 92 is considered a north-south road and all cross roads are considered east-west roads.

The capacity analysis with optimized signals was performed for the build conditions for the opening year (2026) and design year (2046). The analysis results are included in Table 25 to Table 27.

Table 25: Capacity Analysis Results for Intersections (Build)

Intersection SR 92 @	Approach / Movement	2026 (Open Year)				2046 (Design Year)			
		AM		PM		AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Old Burnt Hickory Road	Northbound	10.8	B	9.7	A	36.3	E	29.1	D
	Southbound	13.0	B	8.9	A	76.6	F	18.3	C
	Westbound	8.2	A	10.7	B	16.0	C	41.3	E
Battle Gate Lane	Northbound	0.1	A	0.2	A	0.1	A	0.2	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	11.6	B	16.7	C	15.9	C	46.9	E
Pickett's Mill Baptist Church/Gunter Farm Path	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	0	A	0	A	0	A	0	A
	Westbound	10.5	B	10.9	B	12.3	B	13.6	B
Pine Bluff Drive	Northbound	0.3	A	0.5	A	0.2	A	0.4	A
	Southbound	0.1	A	0	A	0	A	0	A
	Eastbound	26.5	D	18.9	C	302.8	F	54.8	F
Pickett's Group Shelter	Northbound	0	A	0.2	A	0	A	0.2	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	0	A	0	A	0	A	0	A
Abbey Lane	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	11.8	B	10.6	B	16.3	C	12.9	B
Due West Street/Due West Road**	-	8.3	A	13.4	B	24.1	C	71.8	E

Intersection	Approach / Movement	2026 (Open Year)				2046 (Design Year)			
		AM		PM		AM		PM	
		Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS	Delay (sec/veh)	LOS
Due West Road**	-	7.6	A	7.3	A	18.5	B	17.9	B
Wiley Path	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	0	A	0	A	0	A	0	A
Woodlore Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	10.8	B	10.9	B	13.2	B	13.5	B
Paige Street	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	11.4	B	10.9	B	14.9	B	13.6	B
Womack Avenue	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	11.4	B	10.9	B	15.0	C	13.5	B
Wiscasset Parkway	Northbound	0.1	A	0.2	A	0.1	A	0.2	A
	Southbound	0.1	A	0.3	A	0.1	A	0.3	A
	Westbound	25.6	D	24.7	C	82.6	F	72.4	F
Presidential Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	11.7	B	10.9	B	15.9	C	13.7	B
Viola Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	11.7	B	10.7	B	15.7	C	13.4	B
Holland Road	Northbound	0.8	A	1.1	A	1.0	A	1.4	A
	Southbound	0.5	A	0.3	A	0.4	A	0.3	A
	Eastbound	34.3	D	21.1	C	636.5	F	103.6	F
Wyndham Lakes Drive	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	10.6	B	11.1	B	12.6	B	13.9	B
Kensley Way	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	11.8	B	10.7	B	16.2	C	13.3	B
Sayre Drive	Northbound	1.2	A	2.5	A	2.0	A	8.0	A
	Southbound	0.1	A	0.3	A	0	A	0.4	A
	Westbound	29.0	D	44.3	E	113.9	F	215.8	F
Meryton Park	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	12.1	B	11.5	B	16.8	C	15.3	C
Cedar Grove Path	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Eastbound	12.3	B	11.6	B	17.2	C	15.4	C
Antioch Road	Northbound	0	A	0	A	0	A	0	A
	Southbound	0	A	0	A	0	A	0	A
	Westbound	11.1	B	15.2	C	14.4	B	63.6	F
E Paulding Drive*	-	20.9	C	21.5	C	40.5	D	38.9	D
West Ridge Church	Northbound	0	A	0	A	0	A	0	A
	Southbound	0.2	A	0.2	A	0.3	A	0.2	A
	Westbound	0	A	28.2	D	0	A	247.6	F

* Signalized intersections
** SIDRA output; LOS thresholds same as signalized intersections

Table 26: SR 92 NB Roadway Capacity Analysis Results (Build)

Intersection	2026						2046					
	AM			PM			AM			PM		
SR 92	Travel speed (mph)	% of BFFS	L O S	Travel speed (mph)	% of BFFS	L O S	Travel speed (mph)	% of BFFS	L O S	Travel speed (mph)	% of BFFS	L O S
E Paulding Dr*	38	84%	A	38	84%	A	32	72%	B	36	80%	A

** SR 92 is considered a north-south road and all cross roads are considered east-west roads.
BFFS = Base Free Flow Speed; Design BFFS is 45mph

Table 27: SR 92 SB Roadway Capacity Analysis Results (Build)

Intersection	2026						2046					
	AM			PM			AM			PM		
SR 92	Travel speed (mph)	% of BFFS	L O S	Travel speed (mph)	% of BFFS	L O S	Travel speed (mph)	% of BFFS	L O S	Travel speed (mph)	% of BFFS	L O S
E Paulding Dr*	40	88%	A	39	86%	A	36	80%	A	34	75%	B

** SR 92 is considered a north-south road and all cross roads are considered east-west roads.
BFFS = Base Free Flow Speed; Design BFFS is 45mph

The analysis indicates that by the build open (2026) and design (2046) years, most intersections operate at LOS D or better. Fewer intersections operate at LOS E or F as compared to the no-build scenarios. The proposed roundabout at Due West Street/Due West Road, operates at LOS E in the 2046 PM peak (note: signalized intersection LOS thresholds were used in the roundabout analysis; stop-controlled thresholds would result in LOS F). Eight unsignalized intersections record LOS F by 2046; however, the LOS F is recorded on the minor approaches for the intersections on all but Old Burnt Hickory Rd. Although these intersections record LOS F in build conditions, the observed delay is less in comparison to the no-build condition, except at Sayre Road where the delay increased in the PM peak.

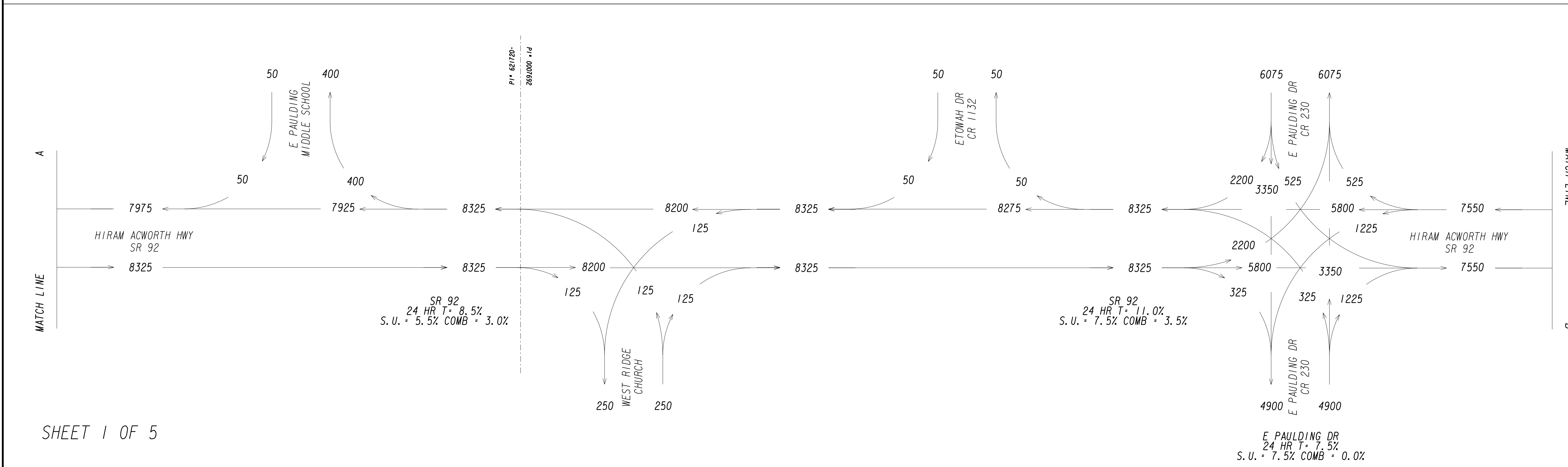
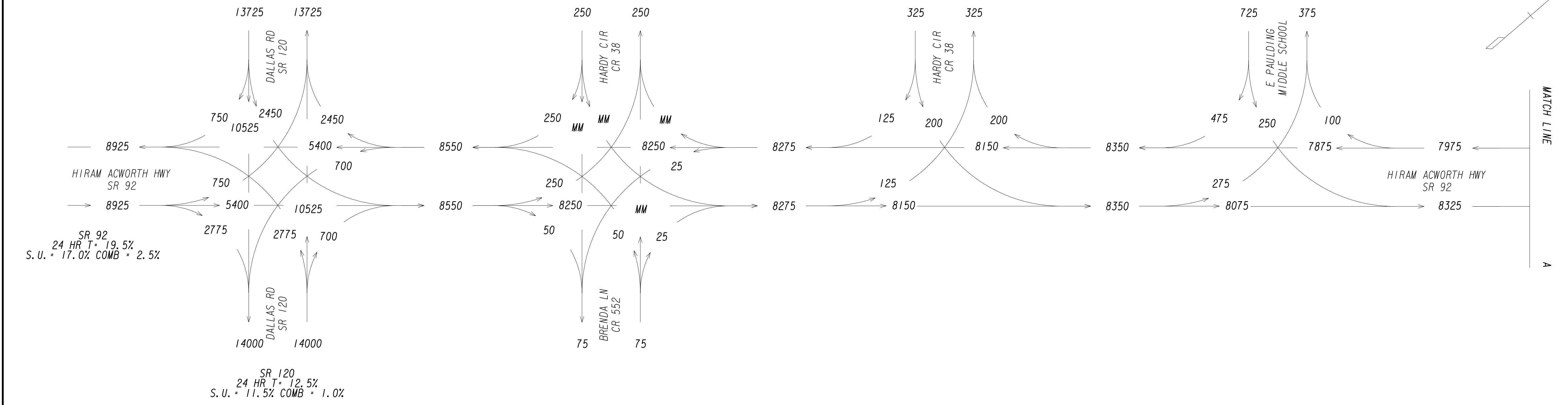
From the roadway capacity analysis results summary in Table 26 and Table 27, it is observed that for its northbound and southbound approaches, SR 92 operates at LOS B or better at the signalized intersection.

7. Conclusion

Traffic analysis indicates that during the build design year, more intersections/critical movements and roadway sections would operate at an acceptable LOS D or better in comparison to the no-build scenarios. However, certain unsignalized intersections still operate at LOS E or F in the build condition. It is common for these movements to have higher delay during peak period conditions in major corridors, especially in the future design year conditions. Therefore, the traffic analysis supports the conceptual improvements described above to operate at an acceptable level in the design year.

APPENDIX A

Volume Diagrams



SHEET 1 OF 5

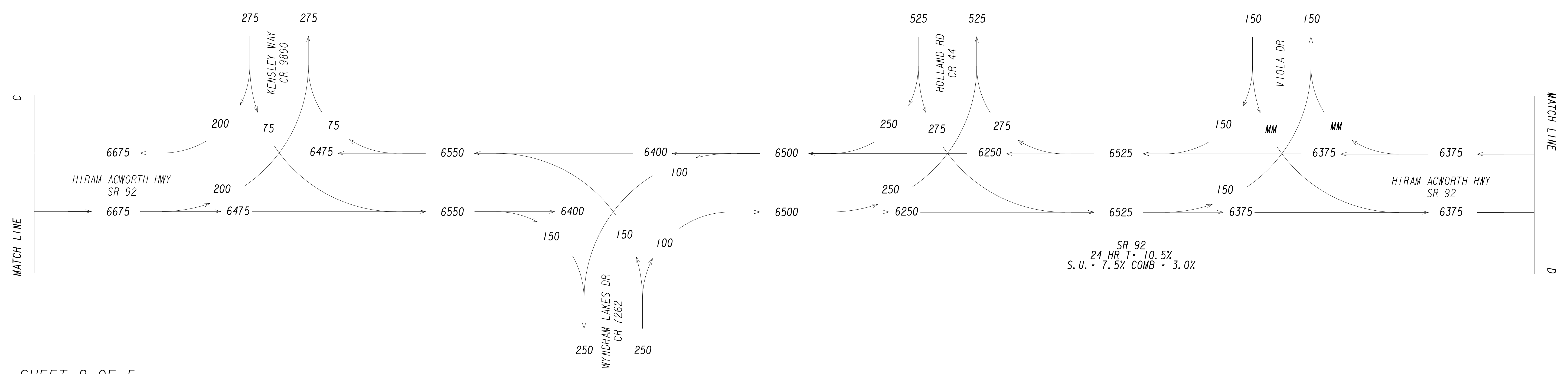
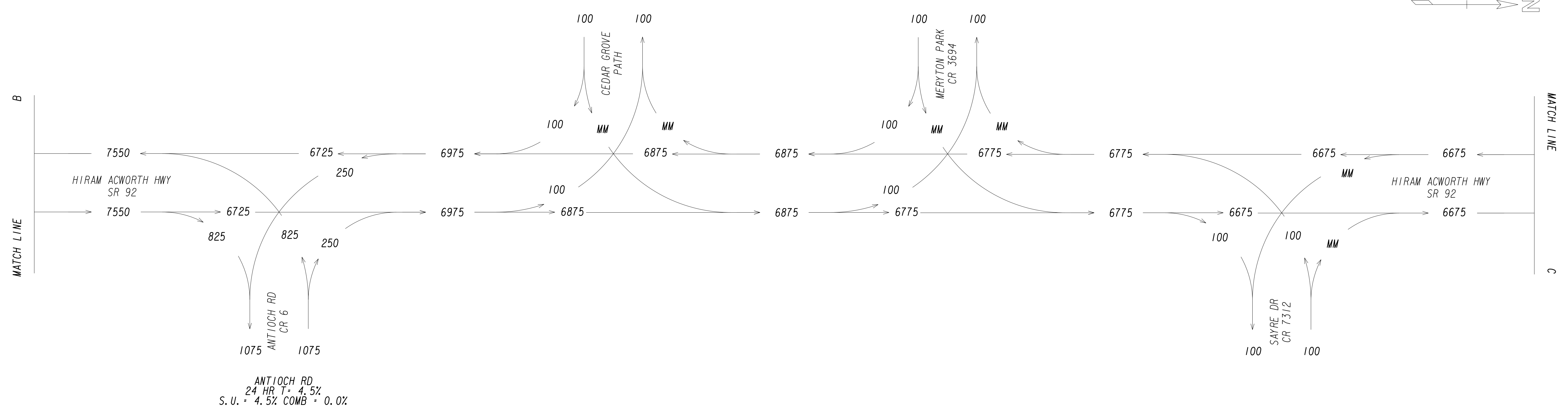
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2017 AADT = 000
EXISTING



REVISION DATES	

TRAFFIC DIAGRAM			
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CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0001	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 2 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2017 AADT = 000
EXISTING



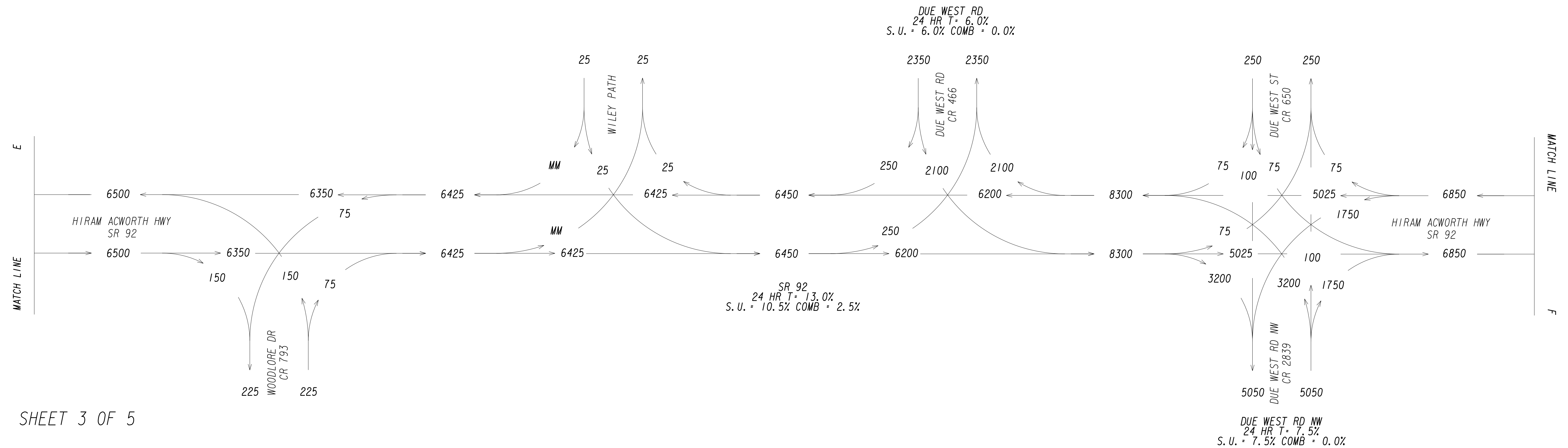
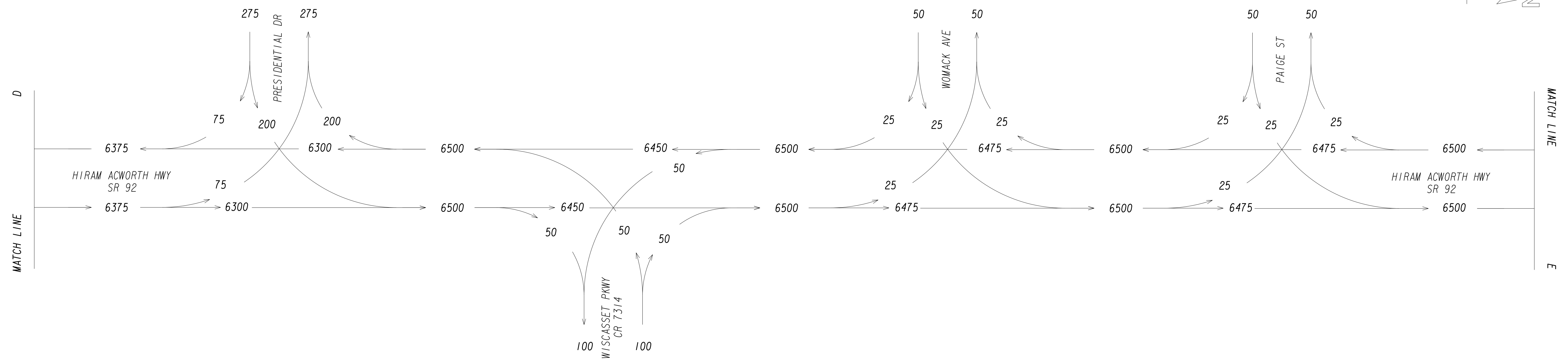
GRESHAM
SMITH AND
PARTNERS

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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BACKCHECKED: AWC	DATE: 06/05/2017	10-0002
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2017 AADT = 000
 EXISTING



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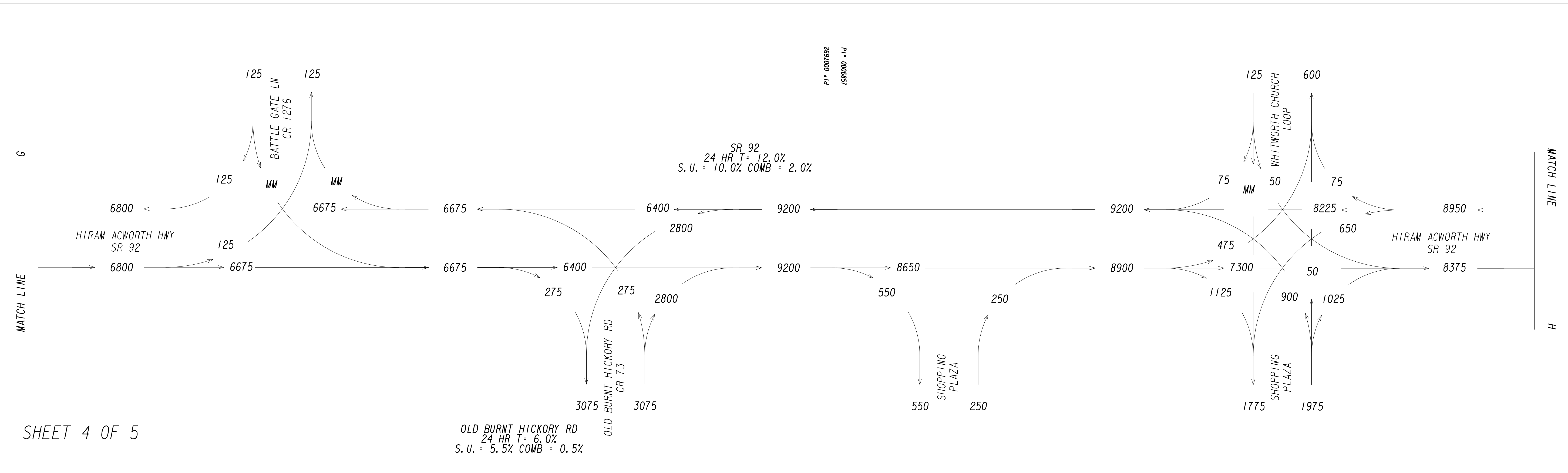
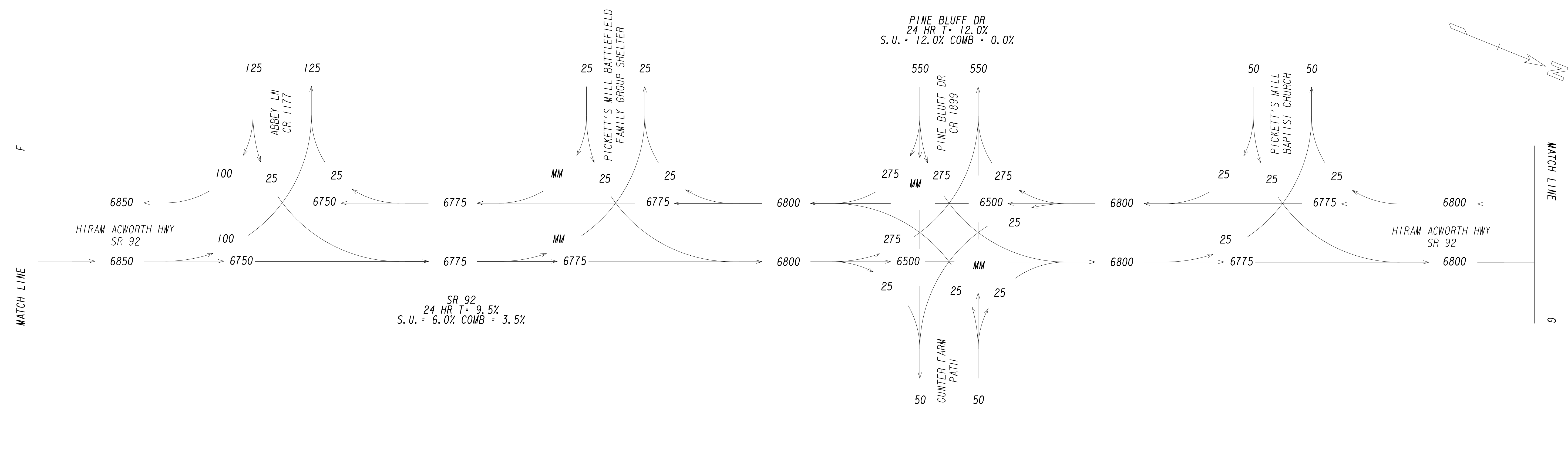
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017
BACKCHECKED: AWC	DATE: 06/05/2017
CORRECTED: CBL	DATE: 06/05/2017
VERIFIED: AWC	DATE: 06/05/2017

DRAWING No.
10-0003



SHEET 4 OF 5

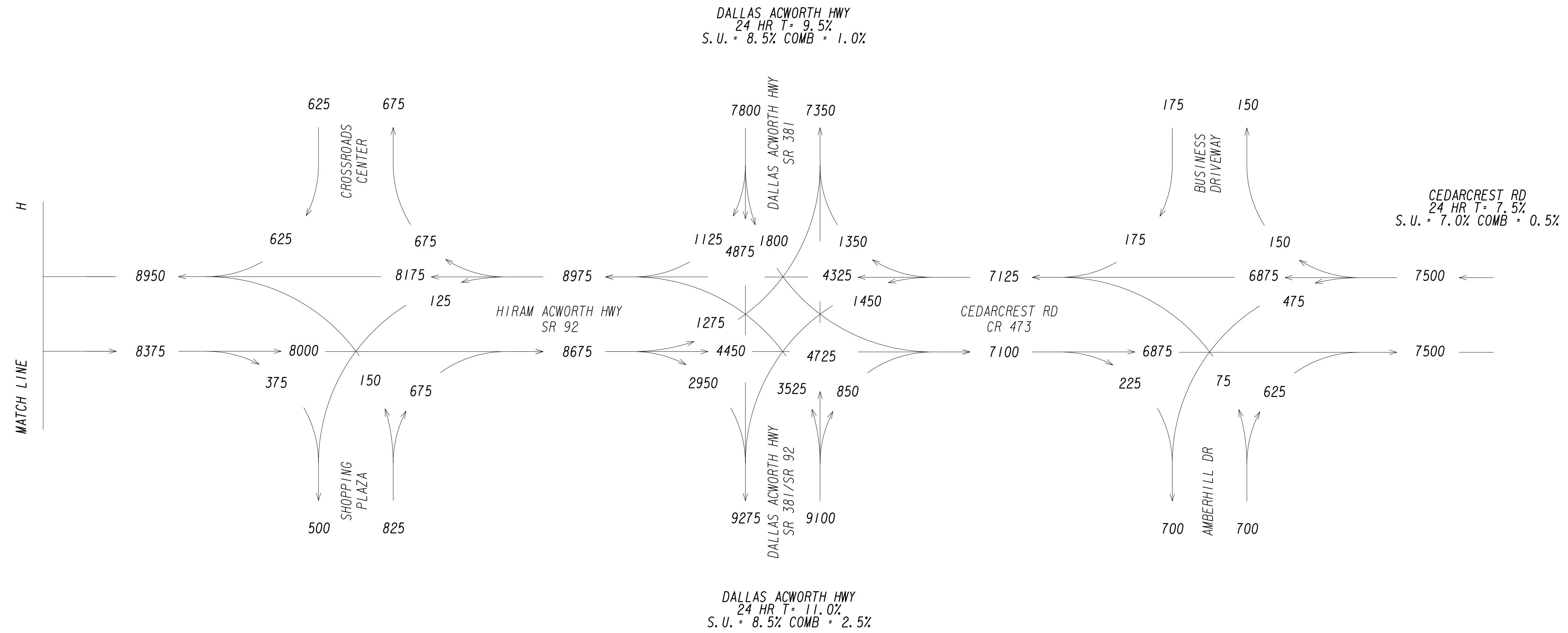
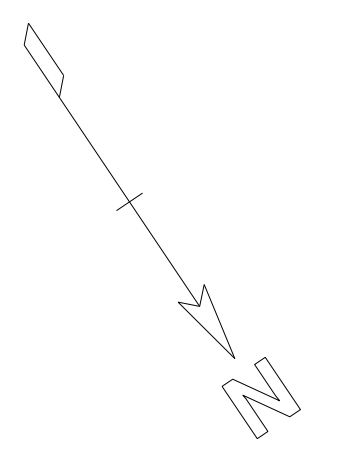
CSSTP-0007-00(692)
PI* 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2017 AADT = 000
EXISTING



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0004	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2017 AADT = 000
EXISTING



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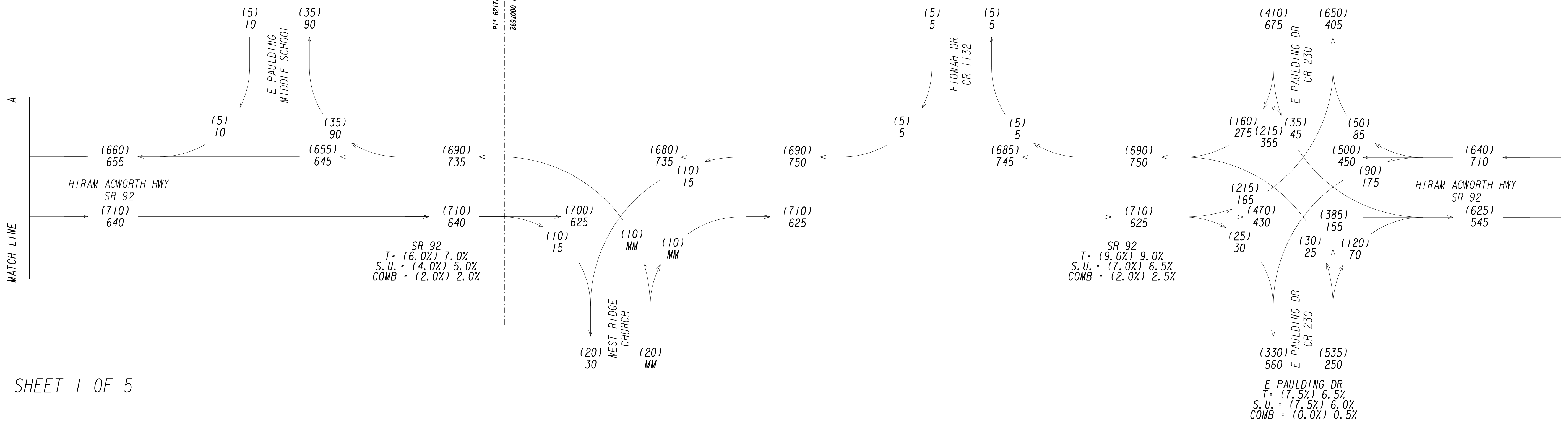
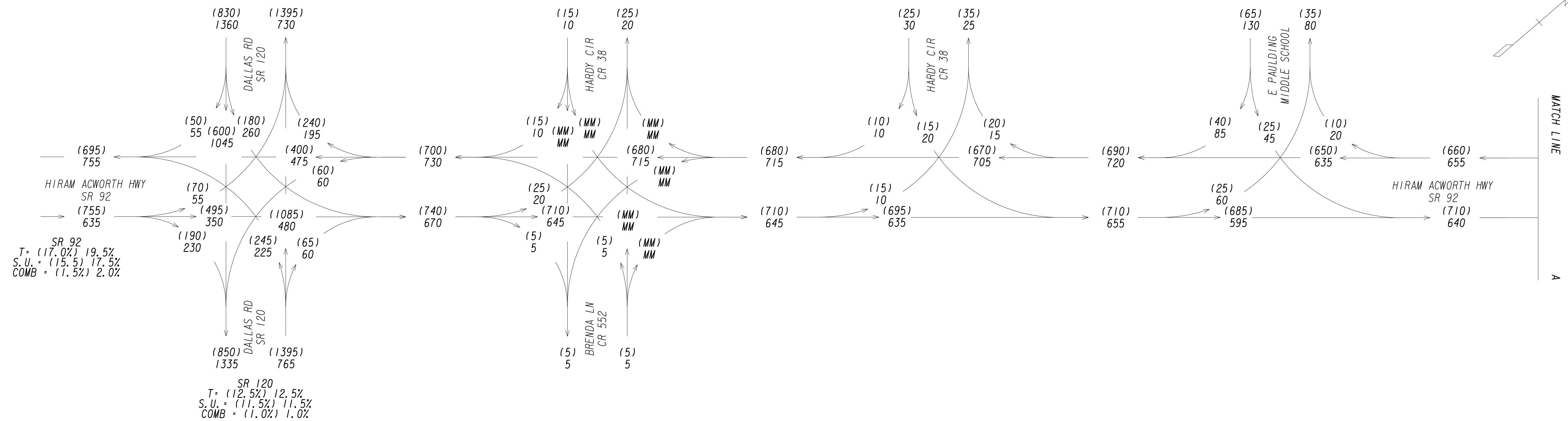
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
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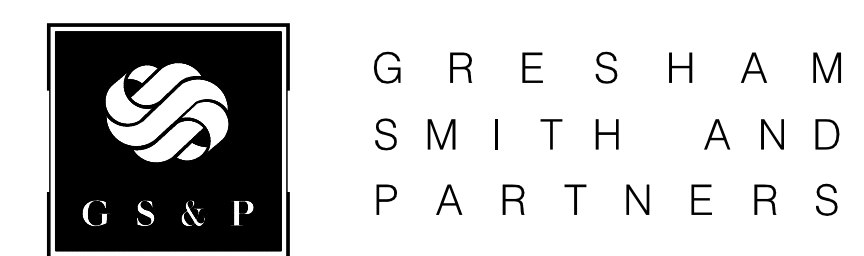
DRAWING No.
10-0005



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

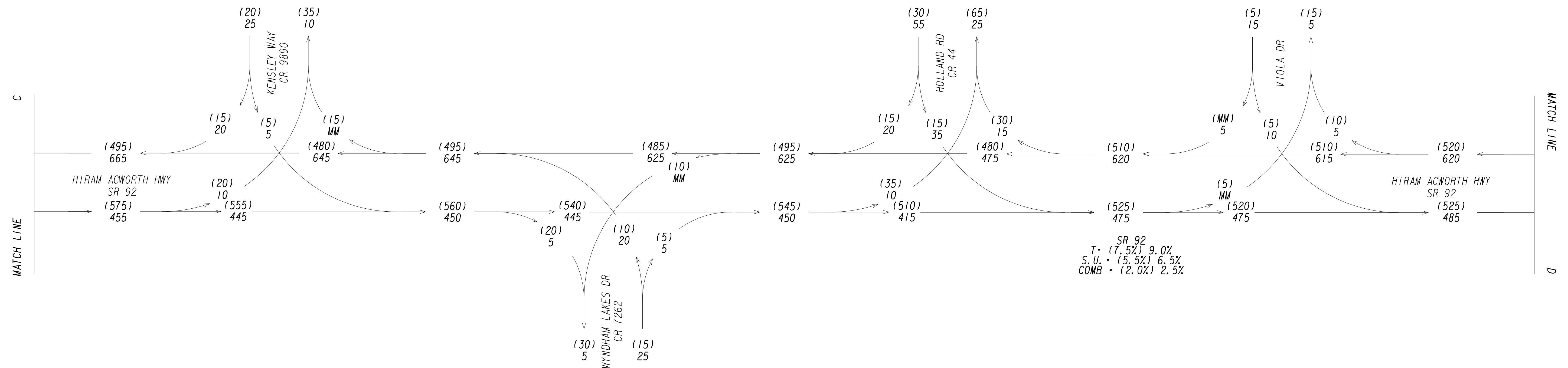
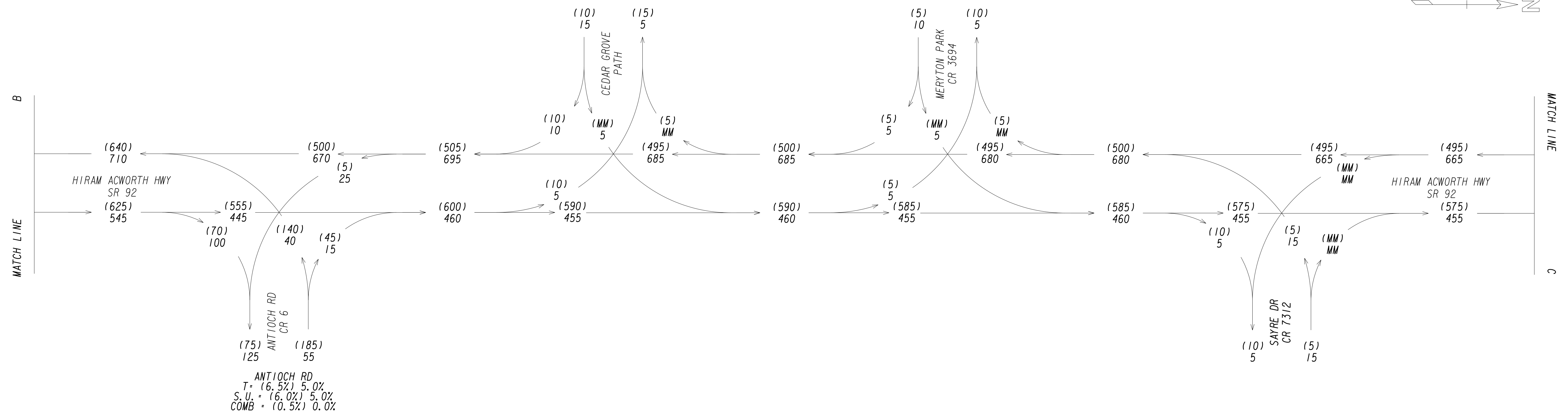
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REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

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BACKCHECKED: AWC	DATE: 06/05/2017	10-0006
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

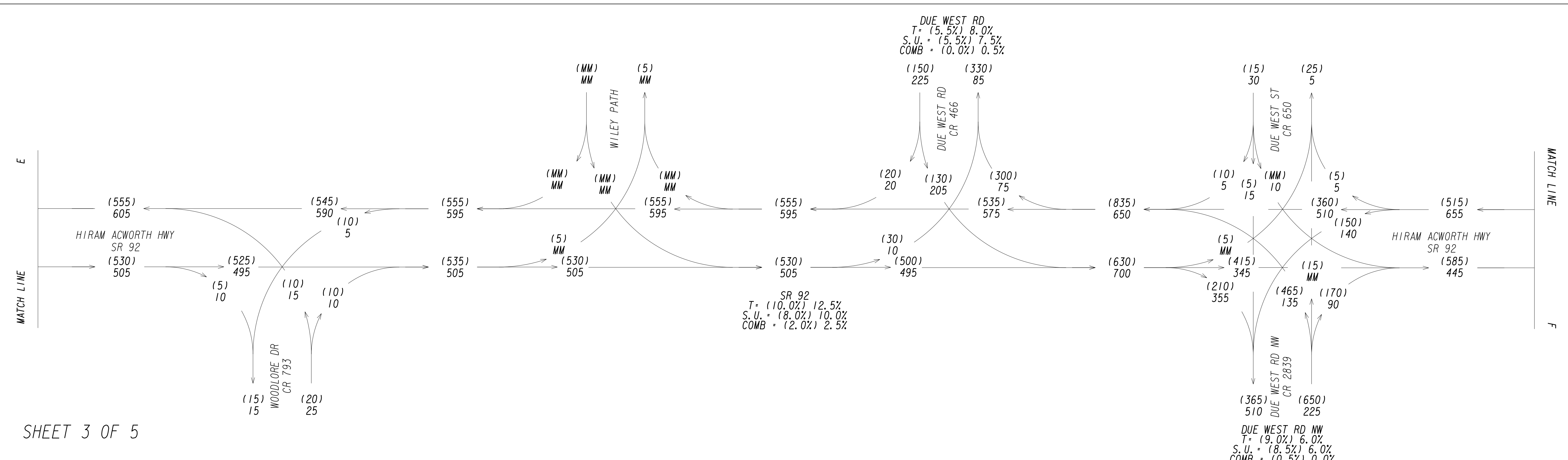
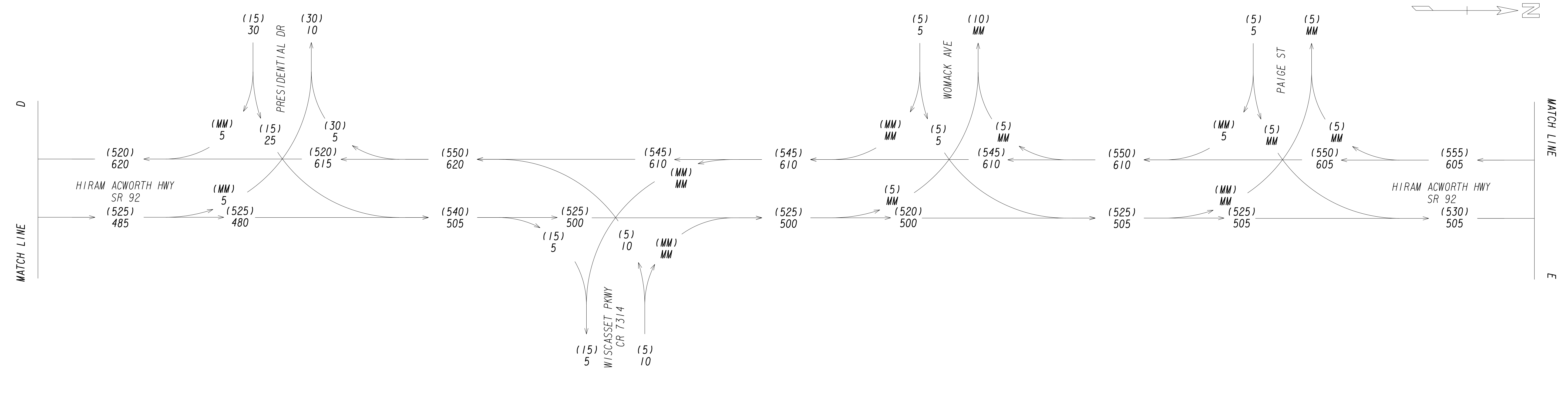
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EXISTING



REVISION DATES		

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

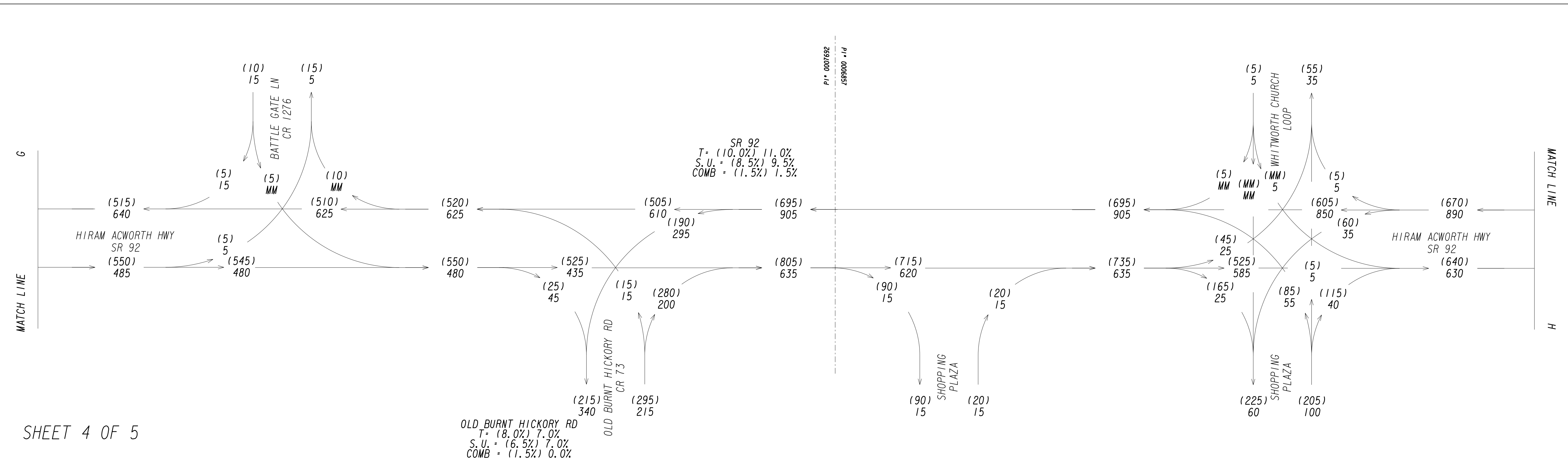
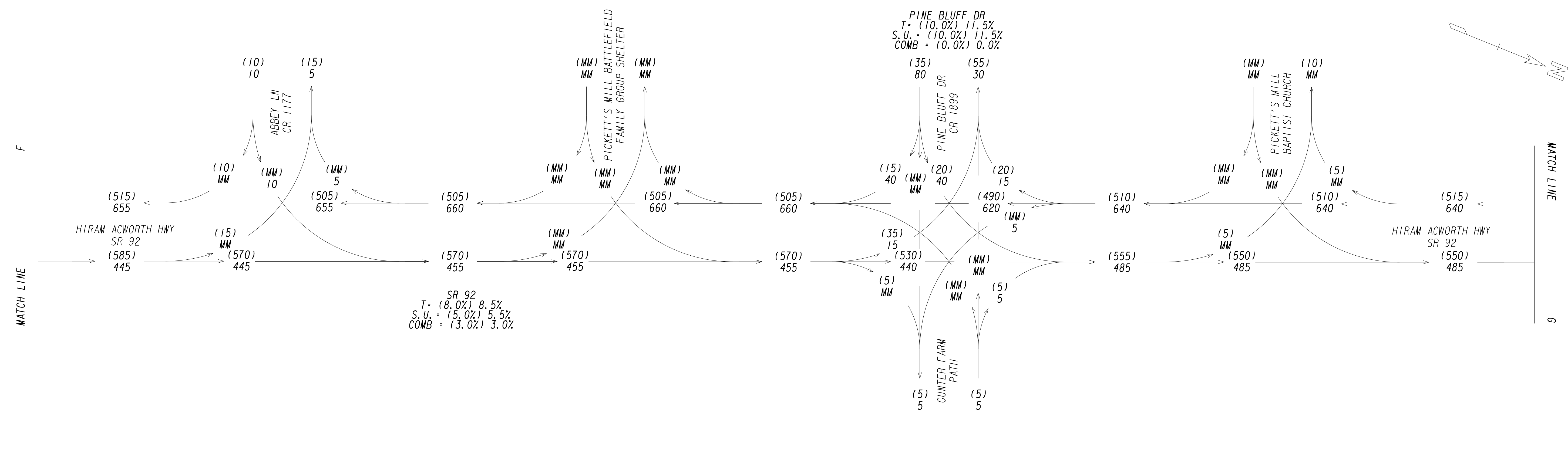
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2017 PM DHV = (000)
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 EXISTING



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
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SHEET 4 OF 5

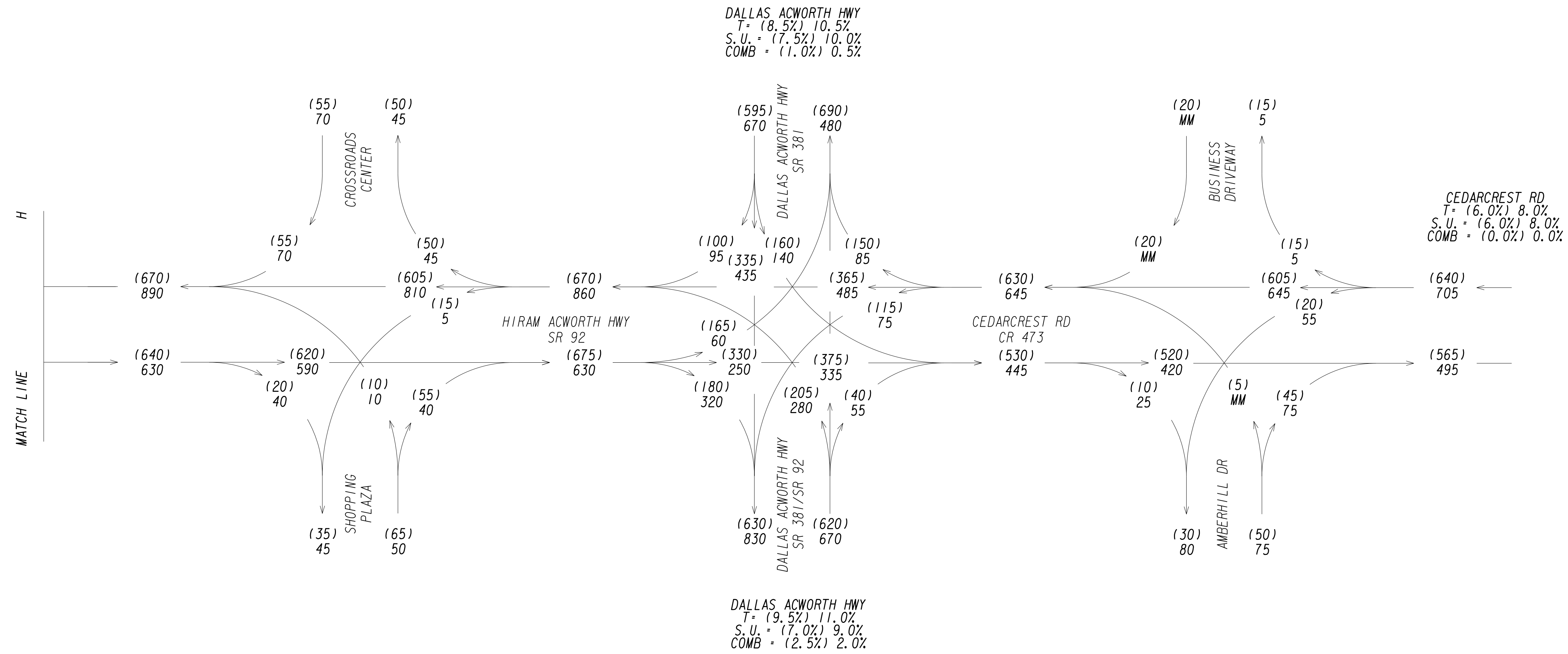
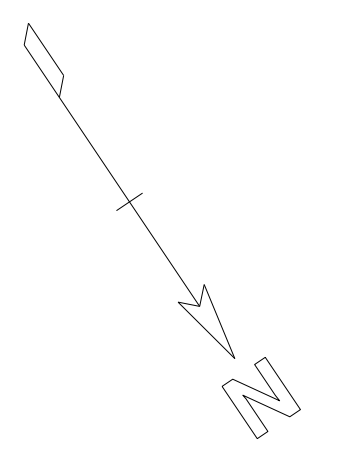
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2017 PM DHV = (000)
 2017 AM DHV = 000
 EXISTING



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
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VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2017 PM DHV = (000)
2017 AM DHV = 000
EXISTING



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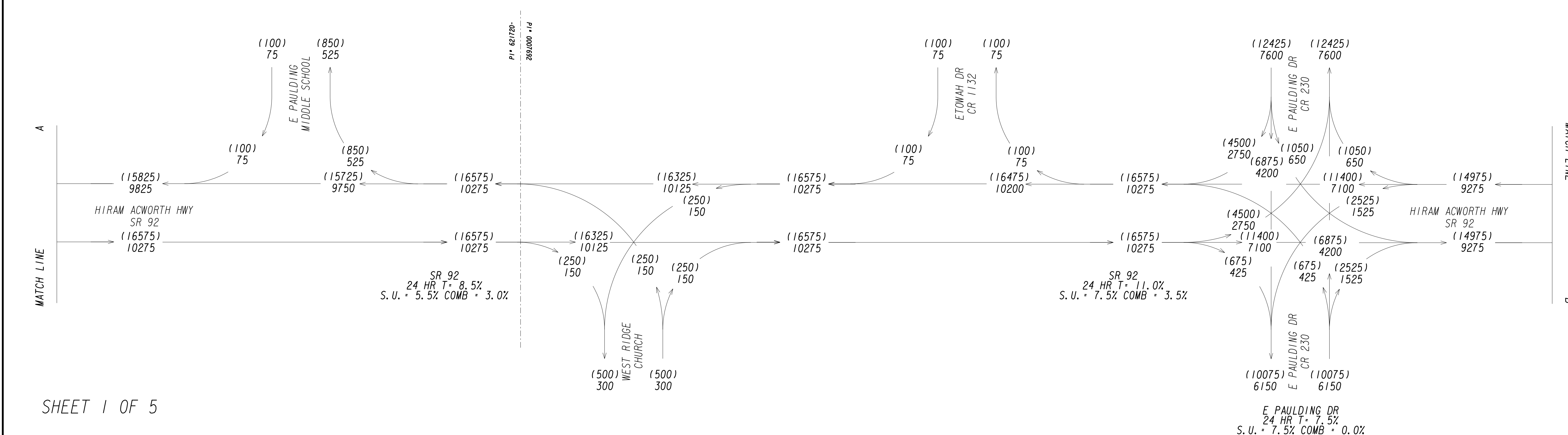
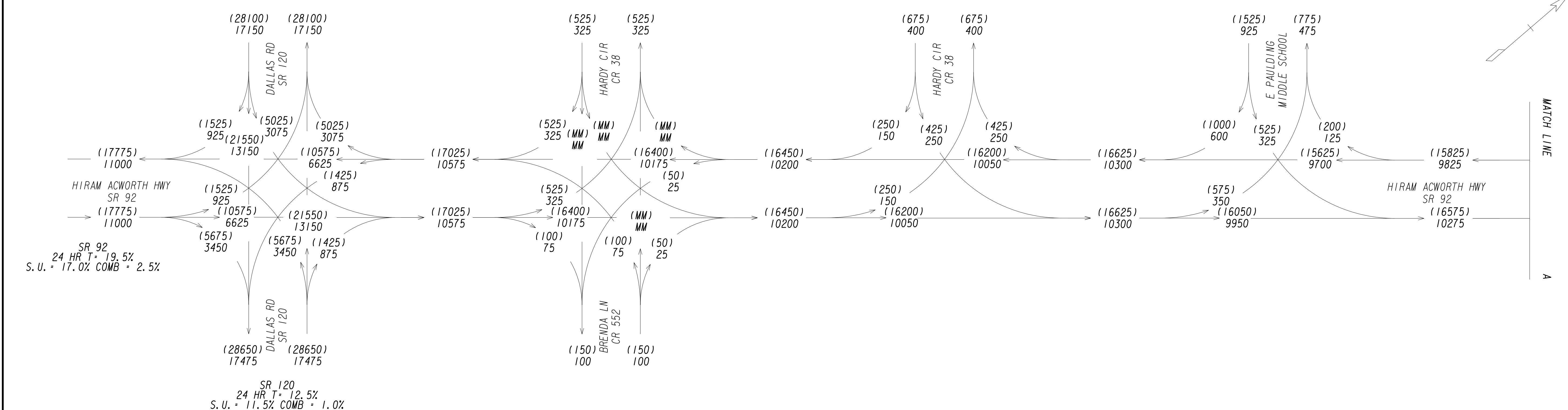
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017
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VERIFIED: AWC	DATE: 06/05/2017

DRAWING No.
10-0010



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

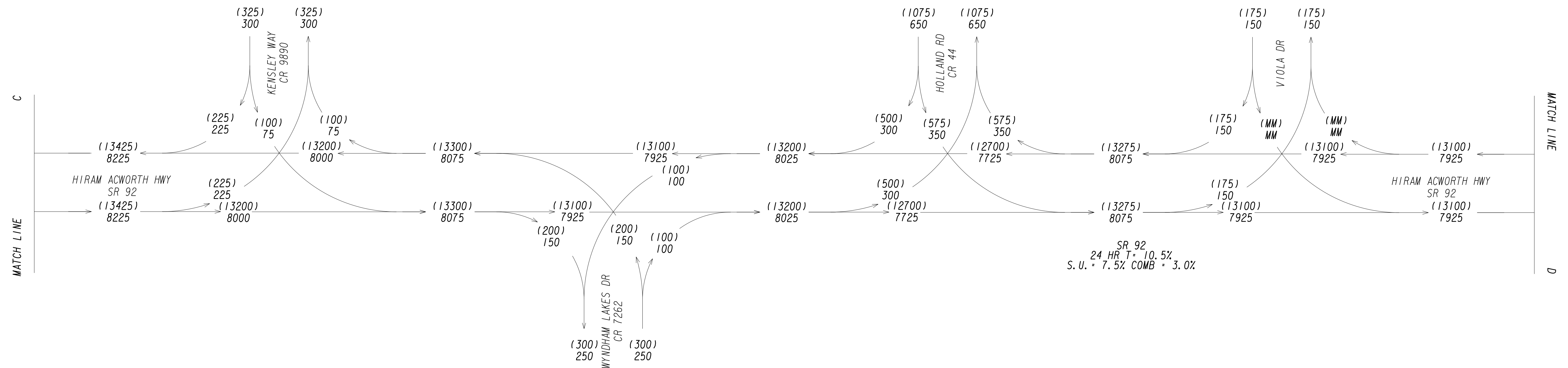
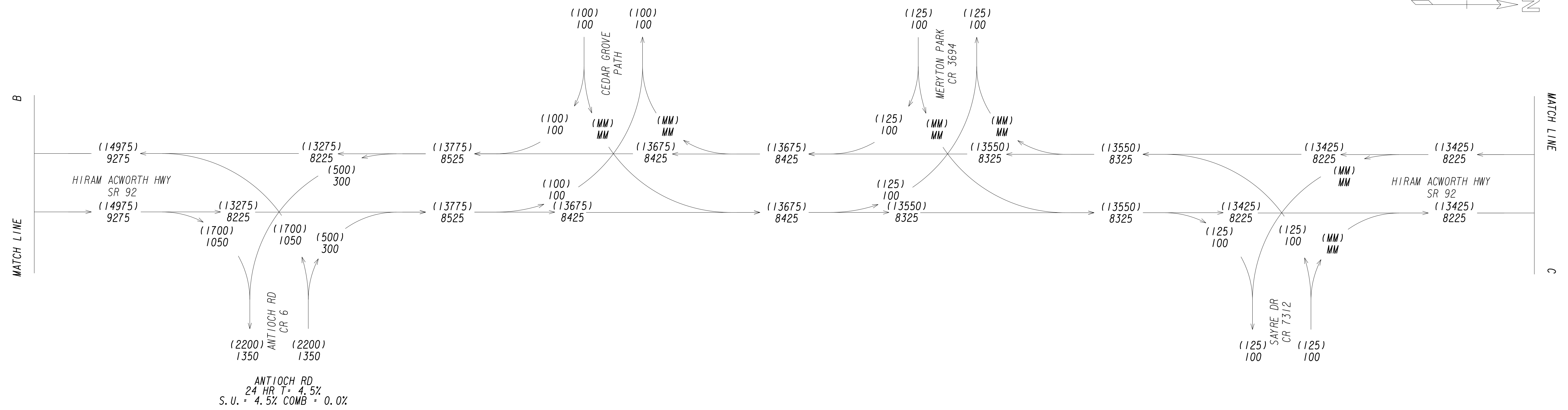
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 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 AADT = (000)
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NO BUILD



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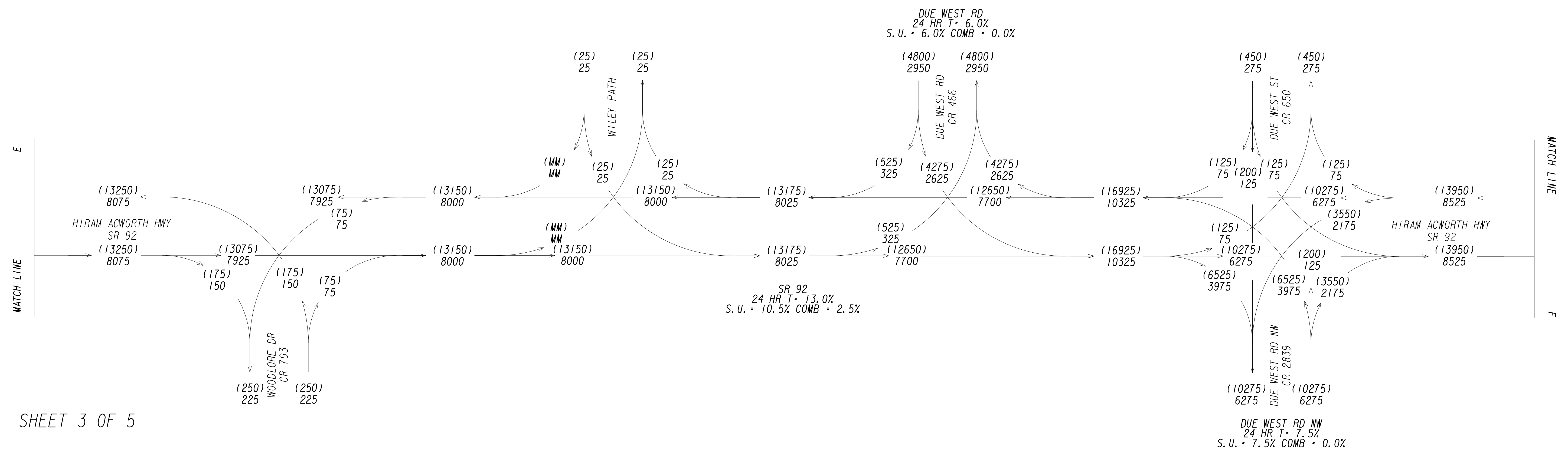
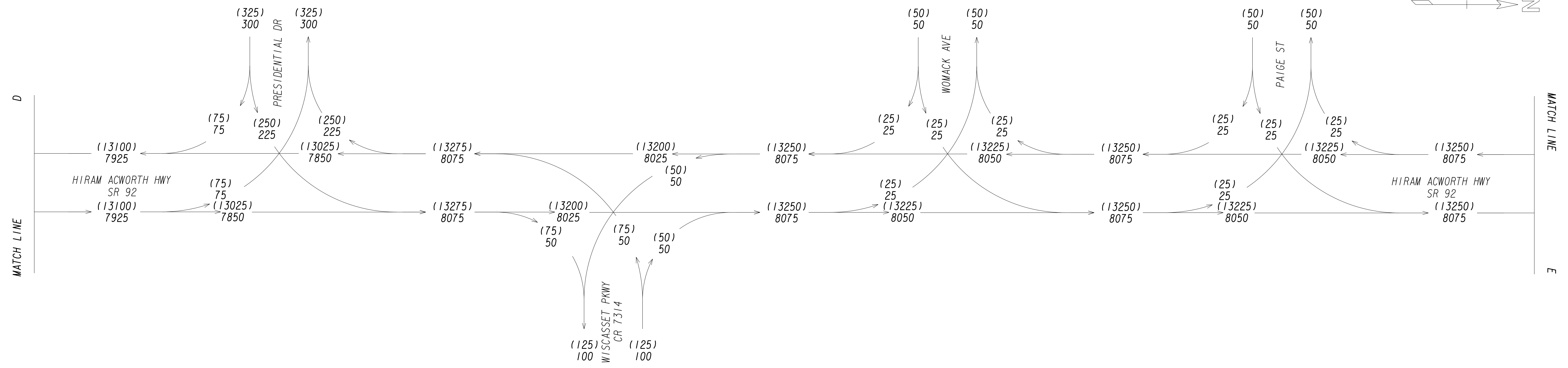
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

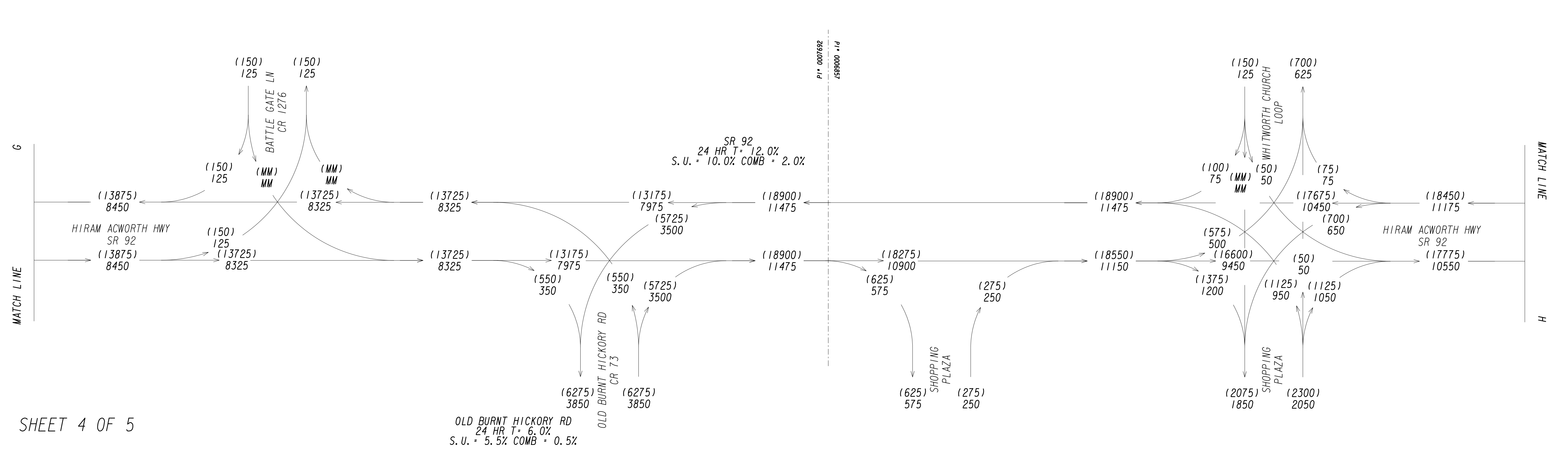
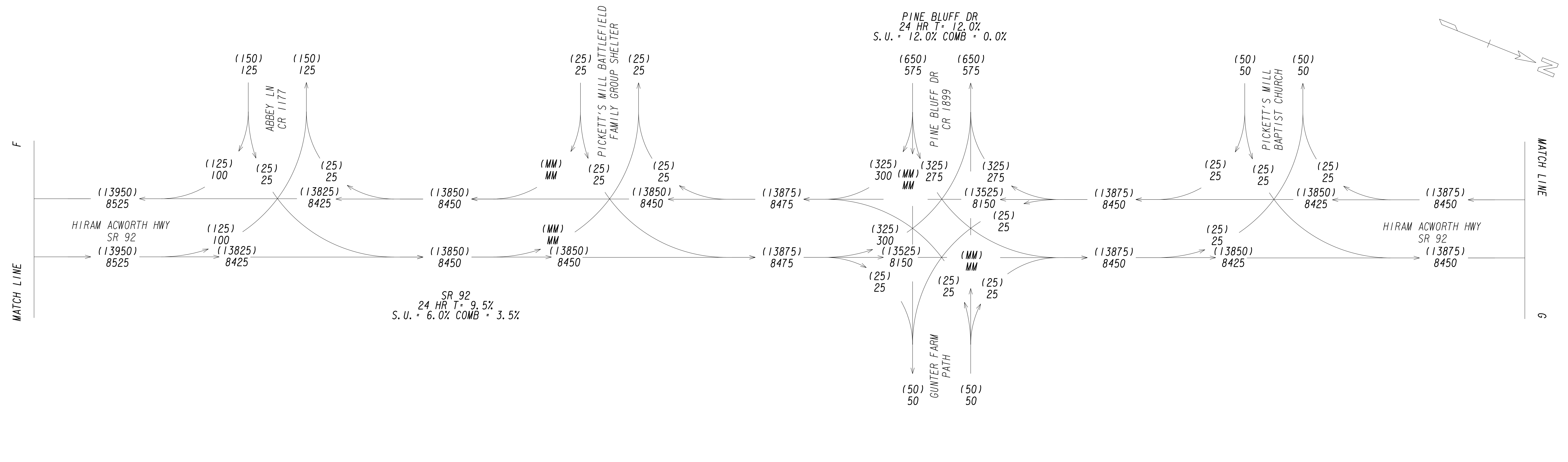
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 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

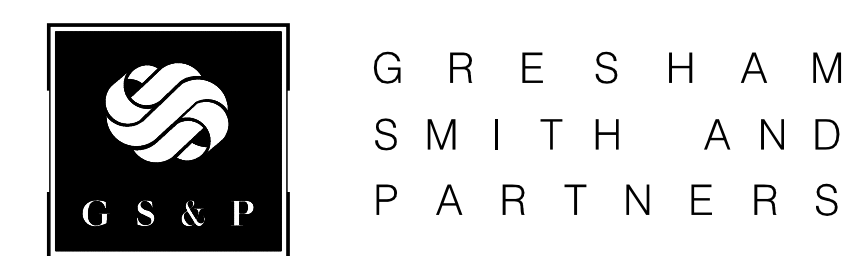
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SHEET 4 OF 5

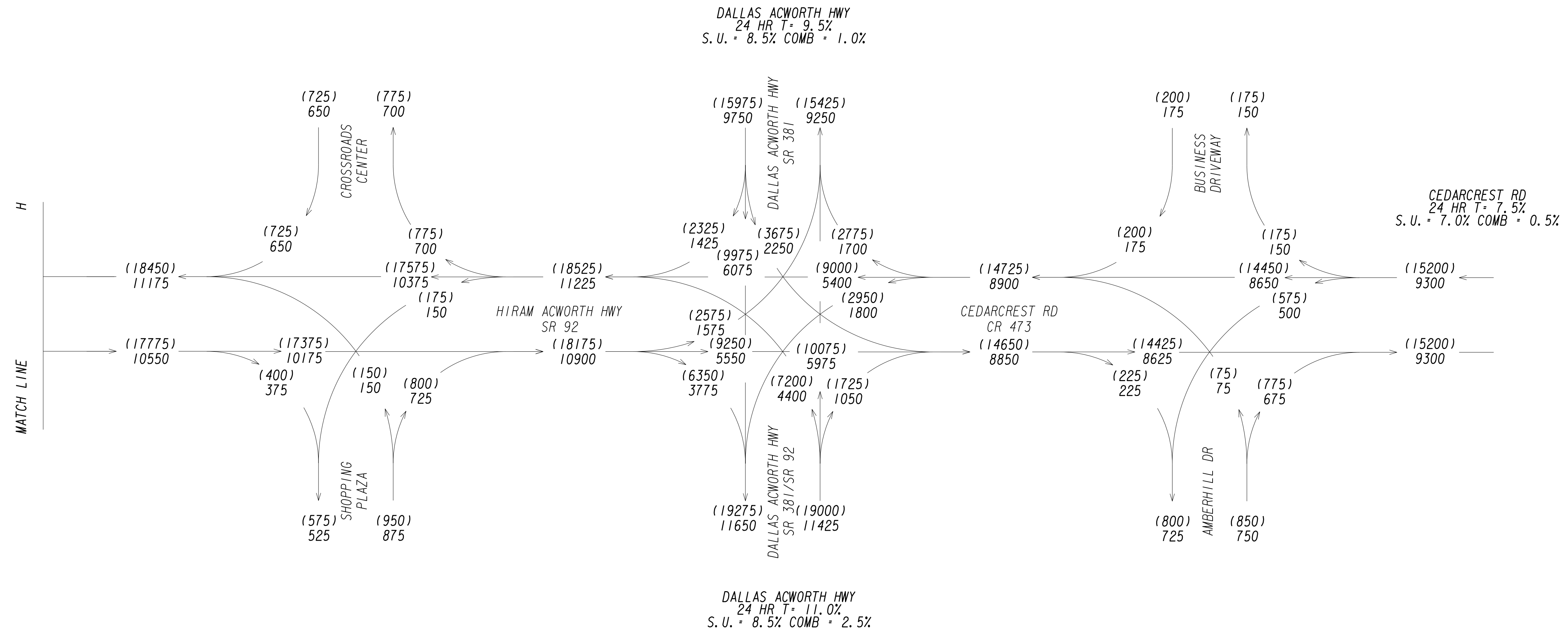
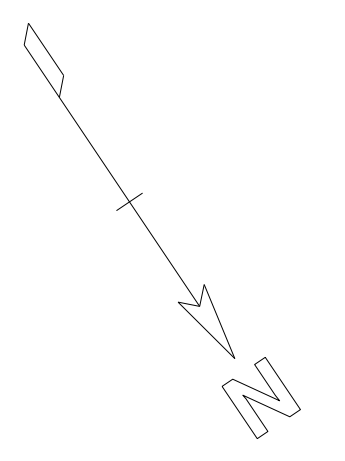
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
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VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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NO BUILD



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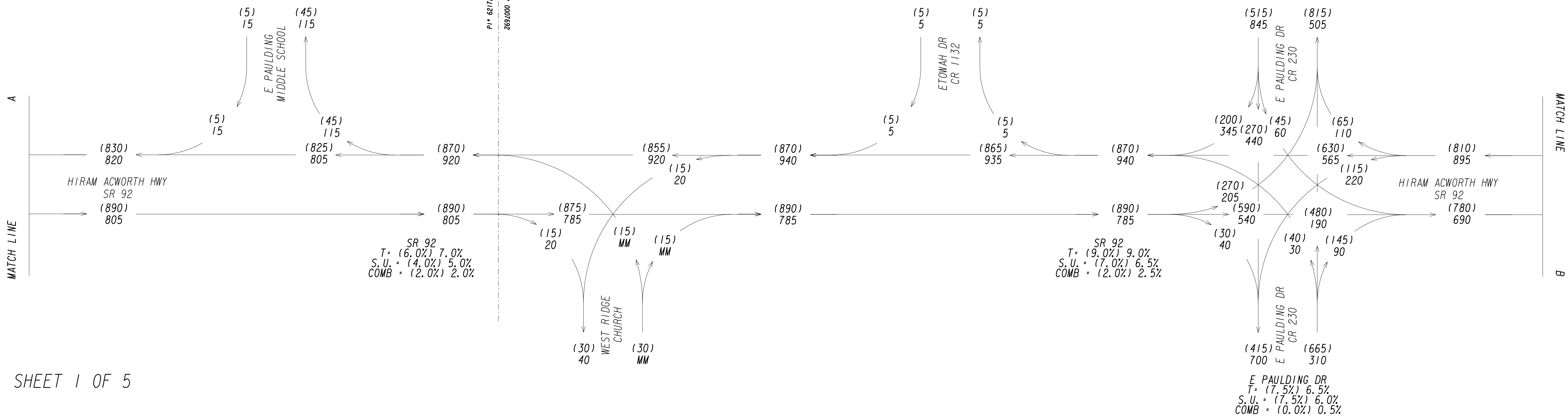
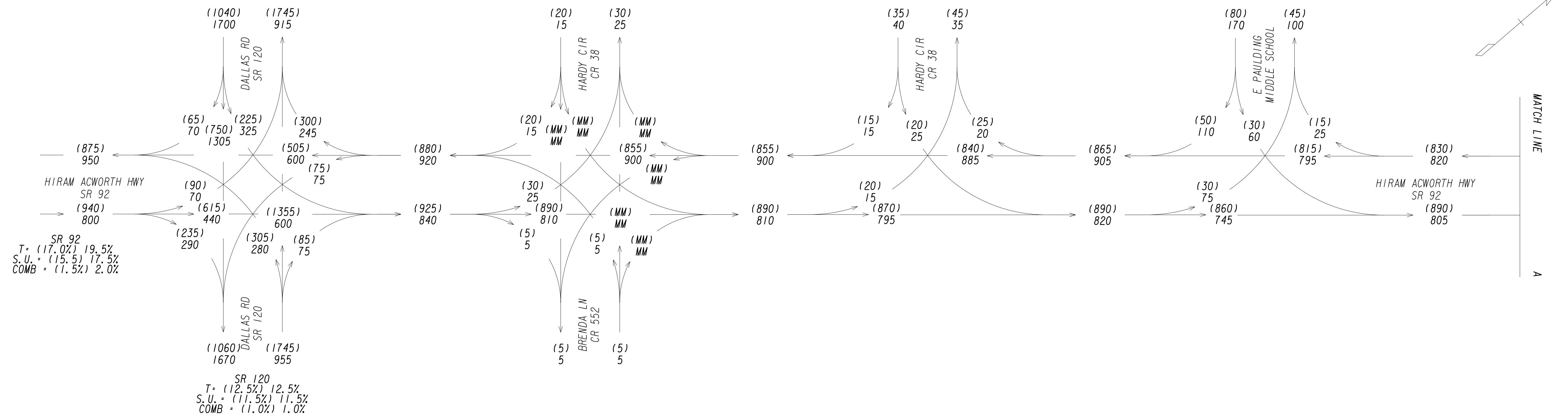
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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VERIFIED:	AWC	DATE:	06/05/2017

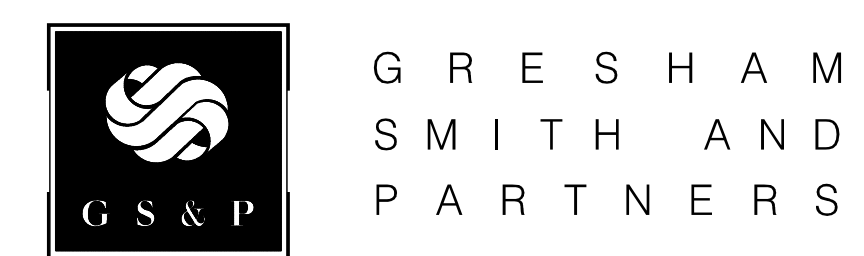
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SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

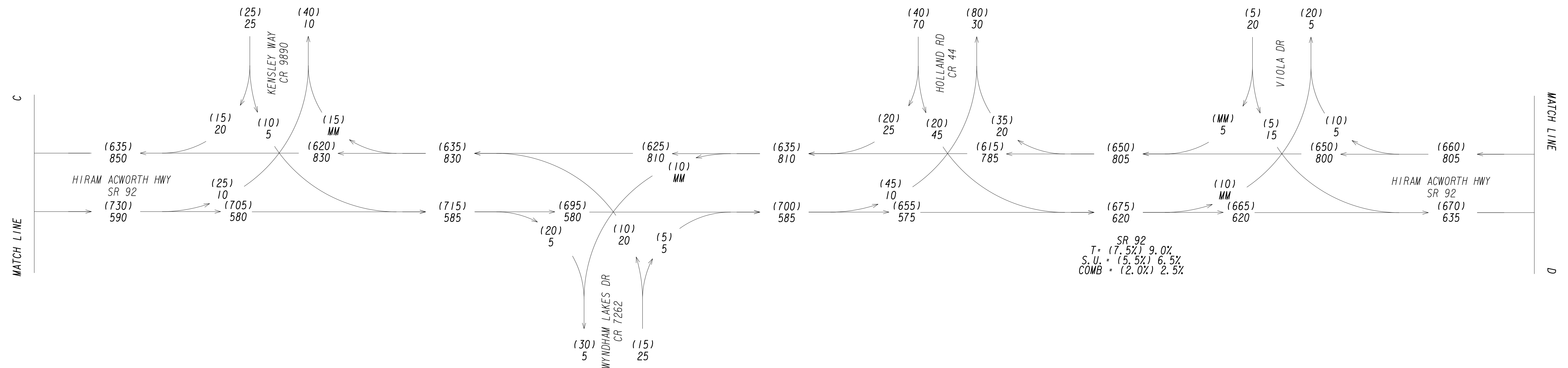
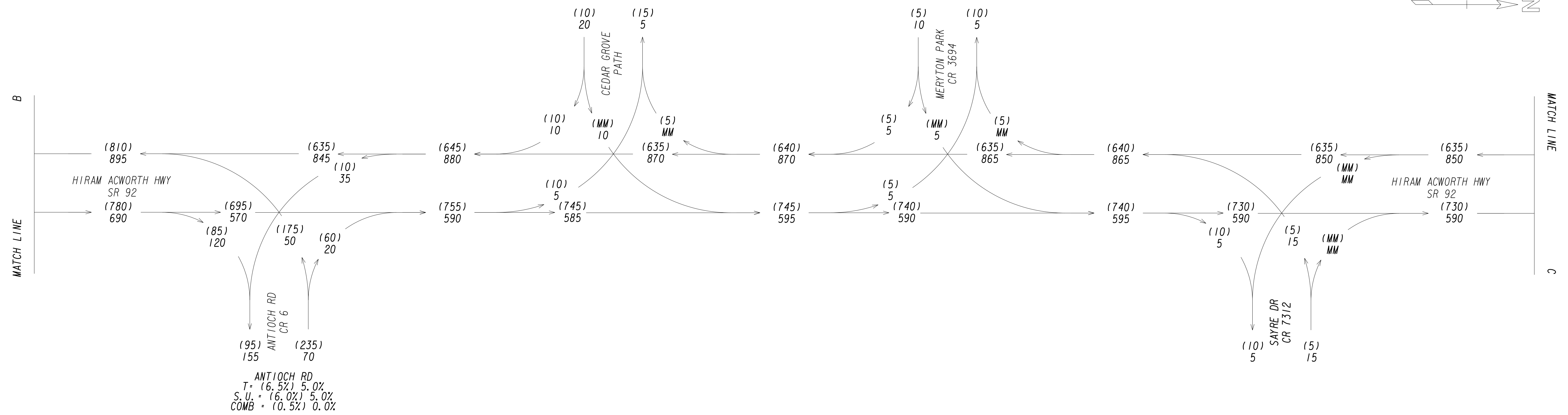
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REVISION DATES	

TRAFFIC DIAGRAM
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 CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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NO BUILD



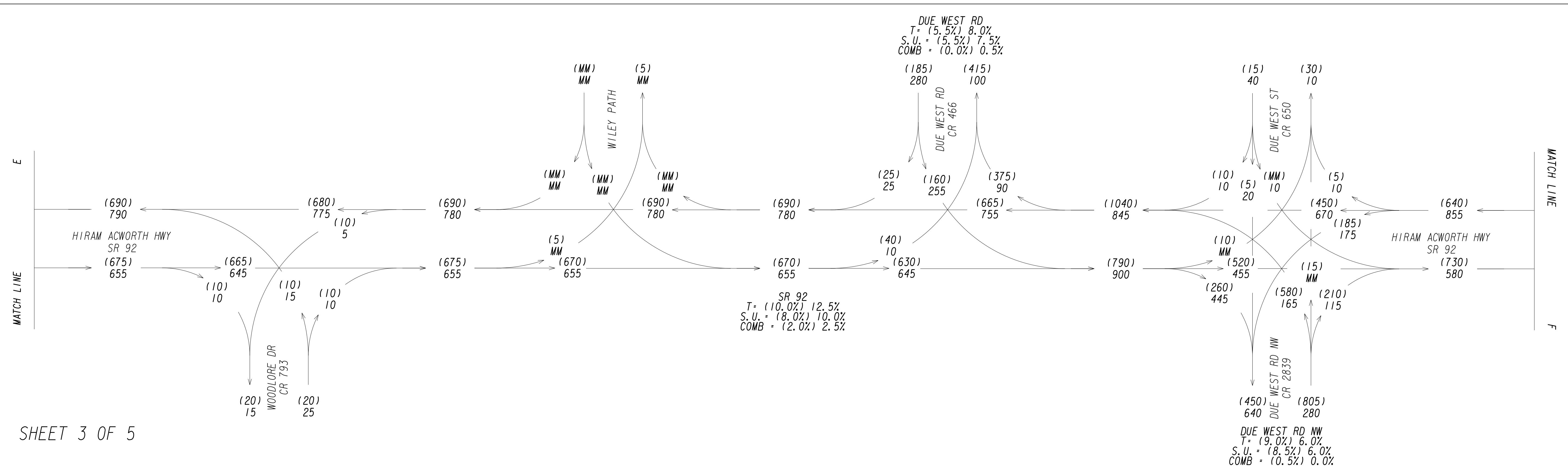
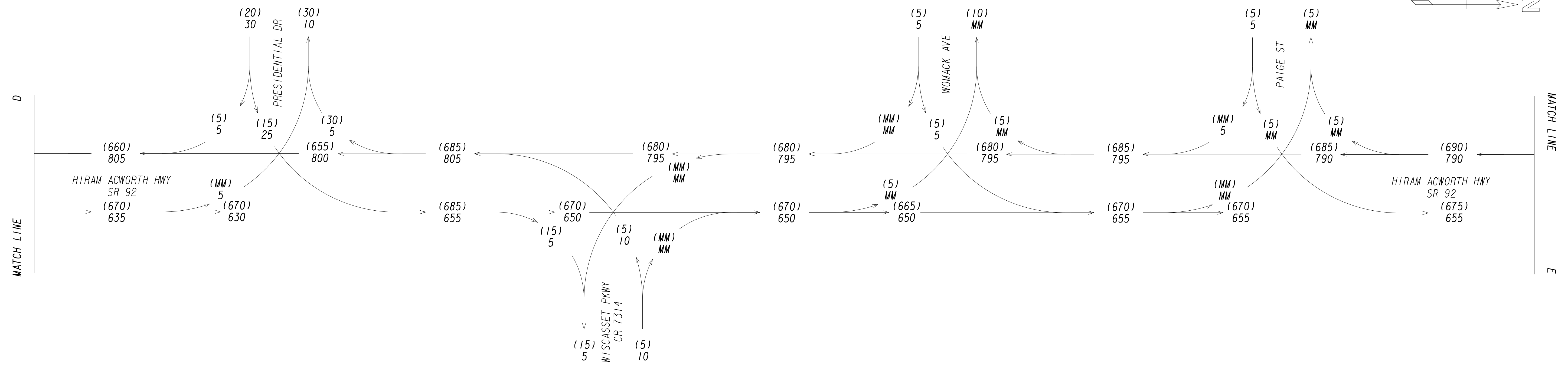
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REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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SHEET 3 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

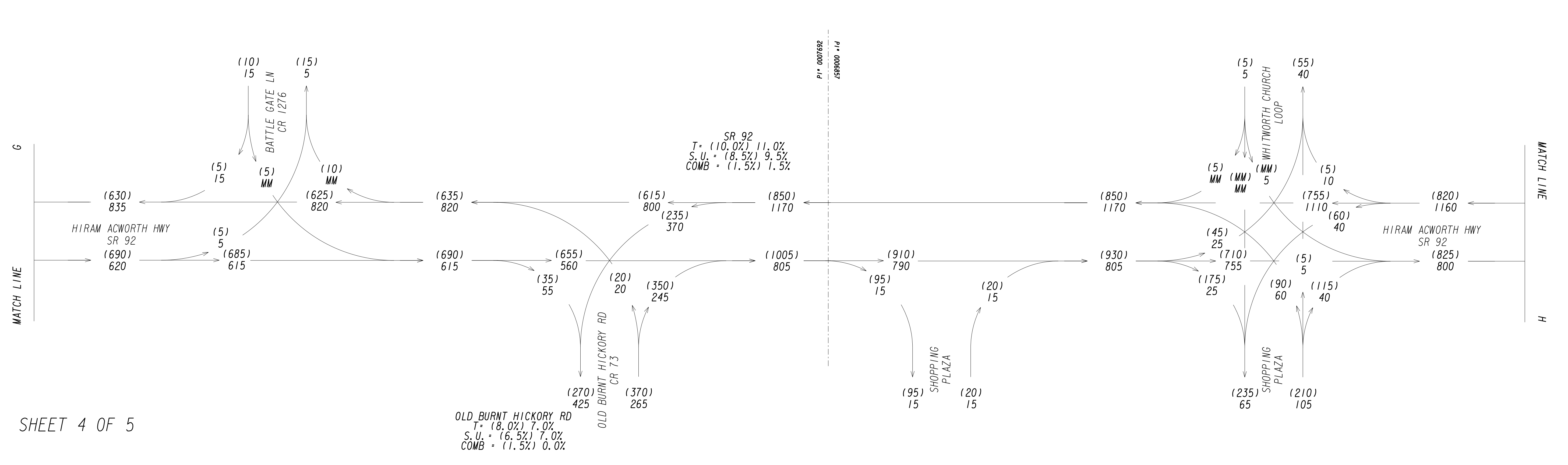
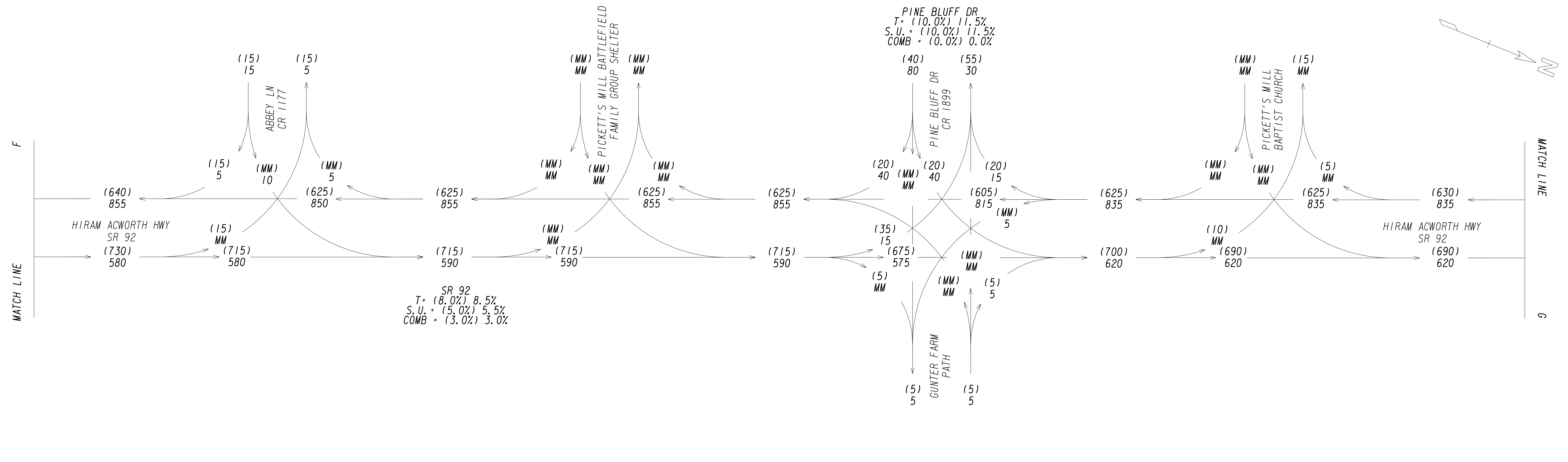
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REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 4 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

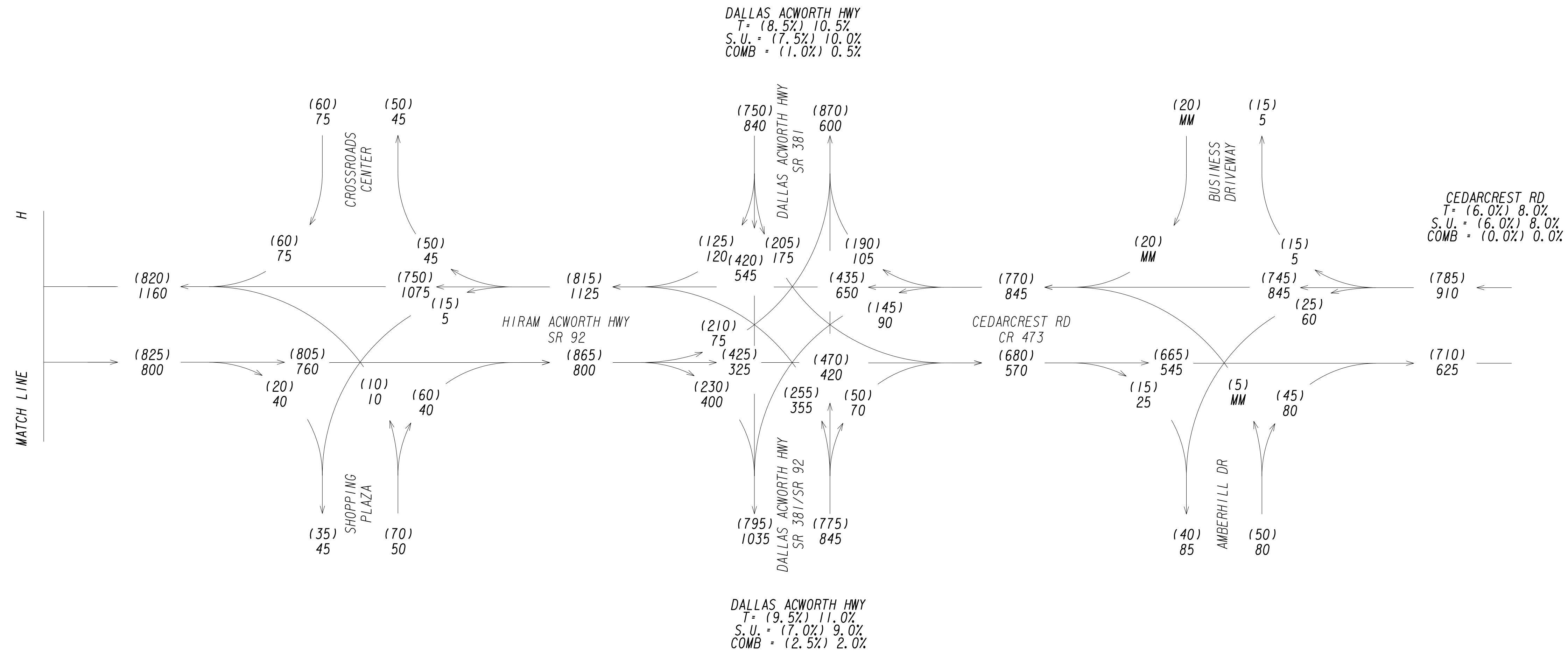
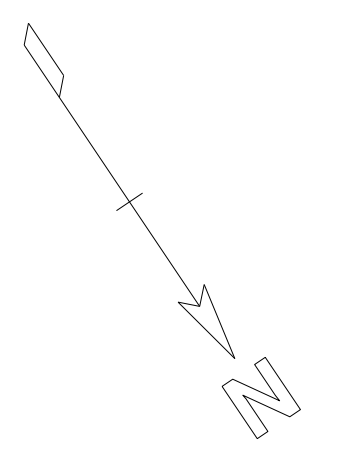
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NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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BACKCHECKED: AWC	DATE: 06/05/2017	10-0019
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SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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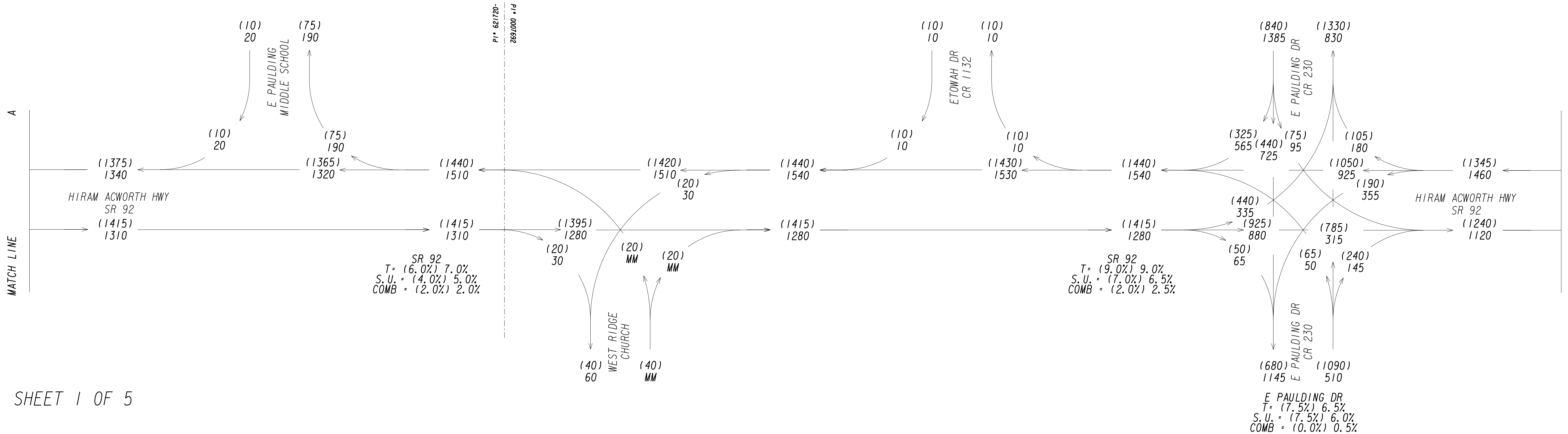
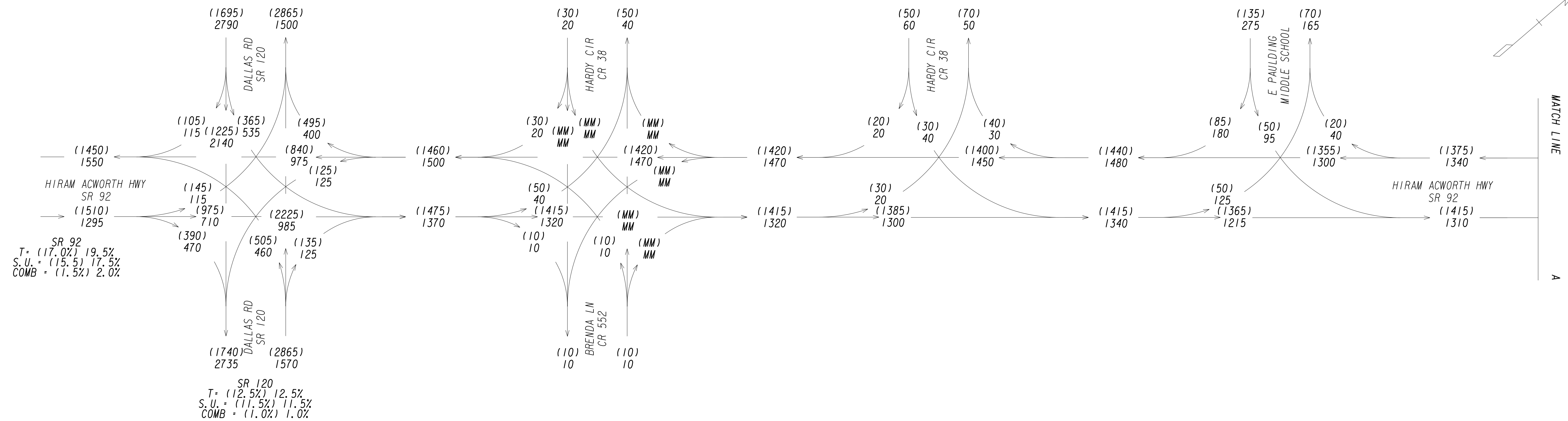
GRESHAM
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REVISION DATES

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
BACKCHECKED:	AWC	DATE:	06/05/2017
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VERIFIED:	AWC	DATE:	06/05/2017

DRAWING No.
10-0020



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

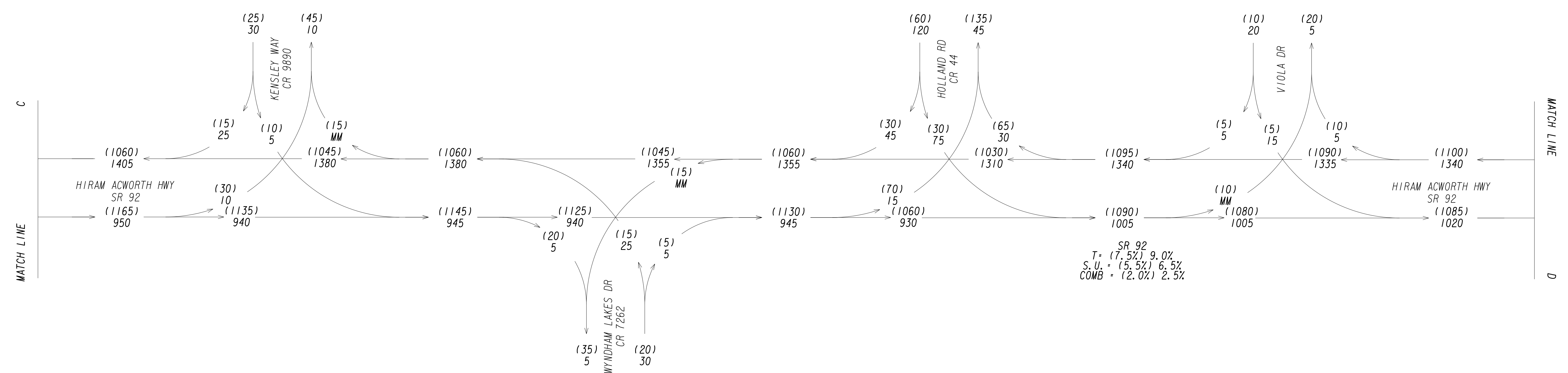
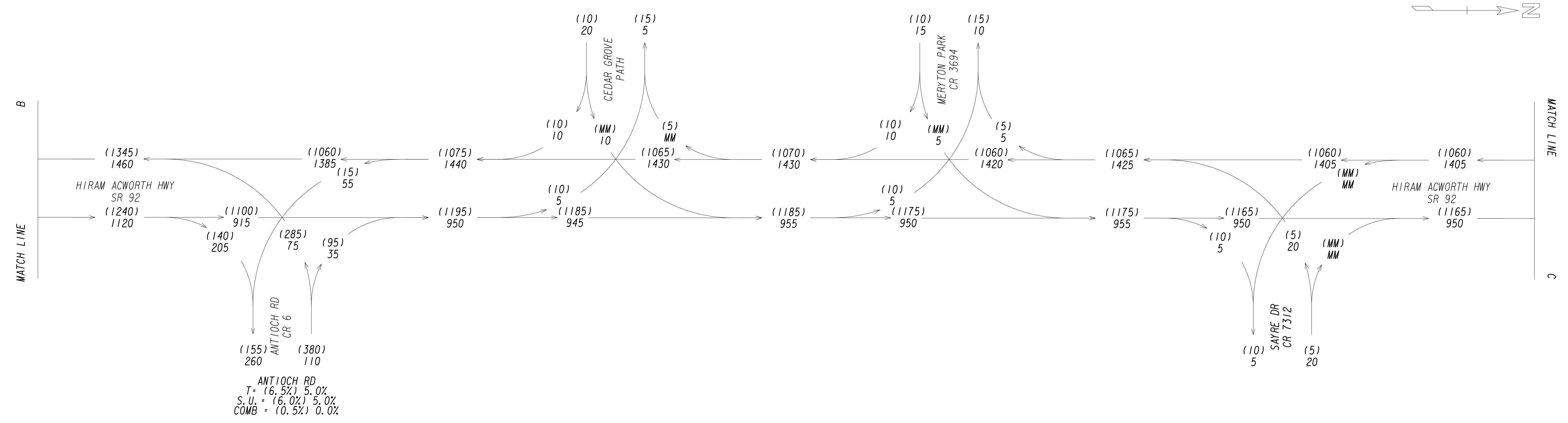
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REVISION DATES	

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 CR 473/CEDARCREST RD

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SHEET 2 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

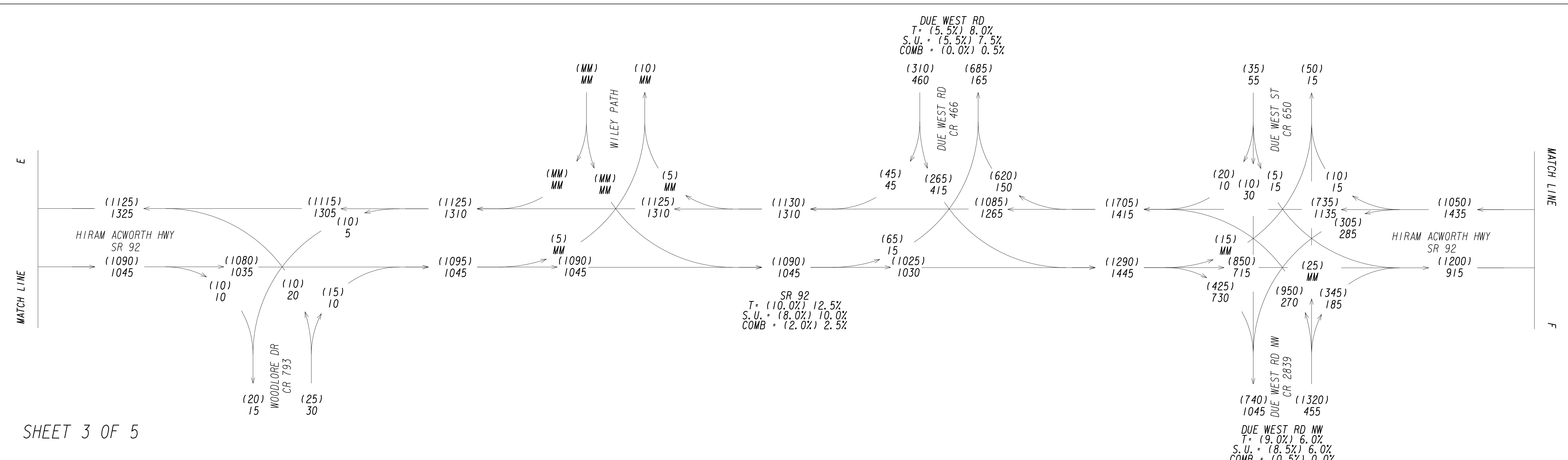
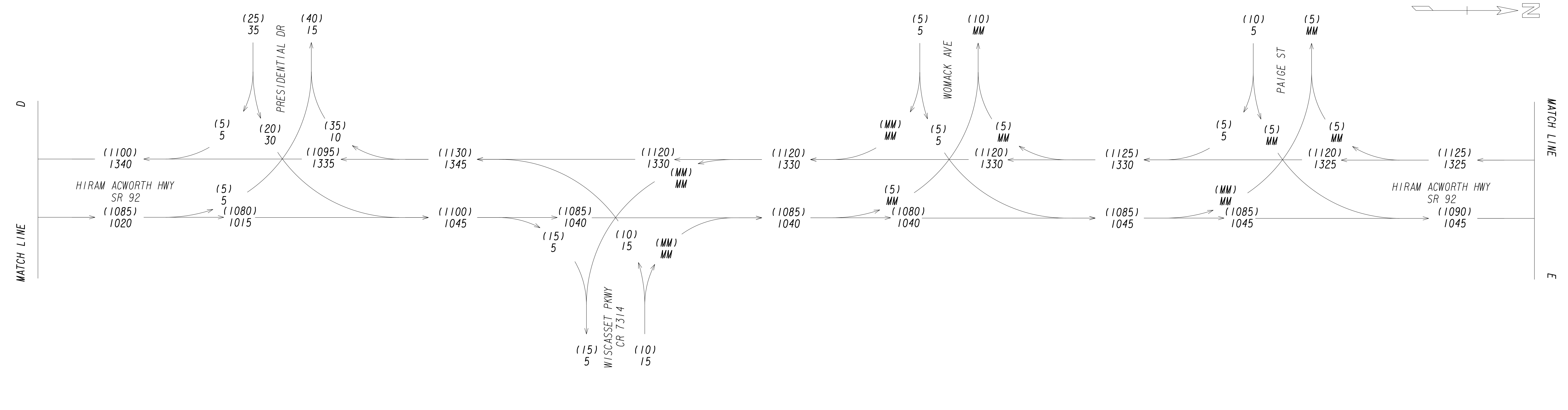
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REVISION DATES		

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 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

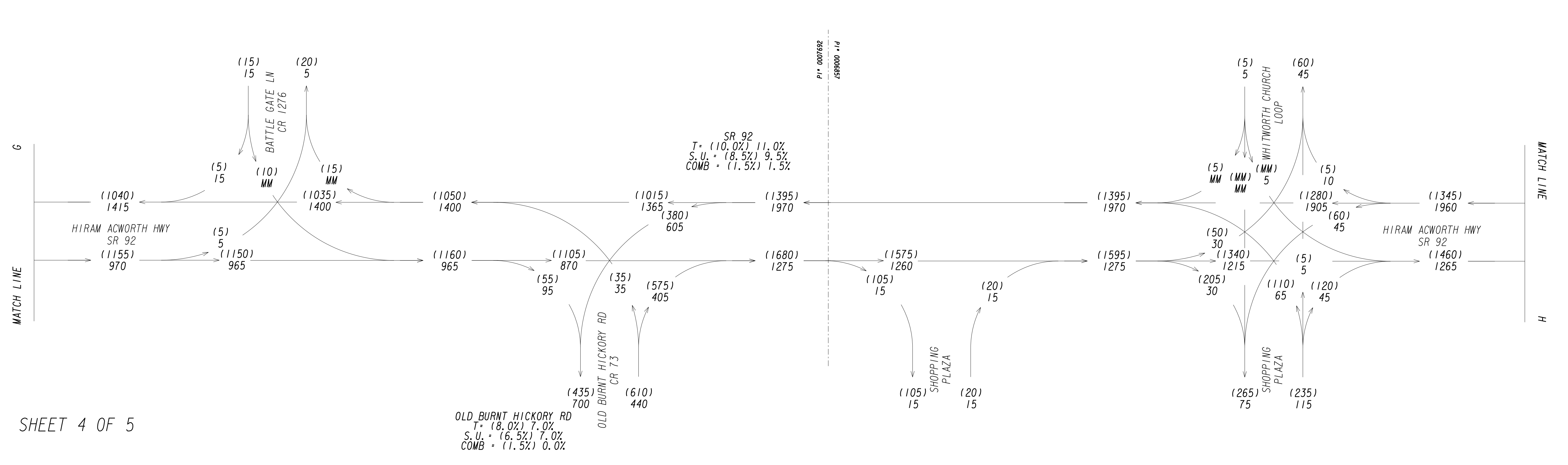
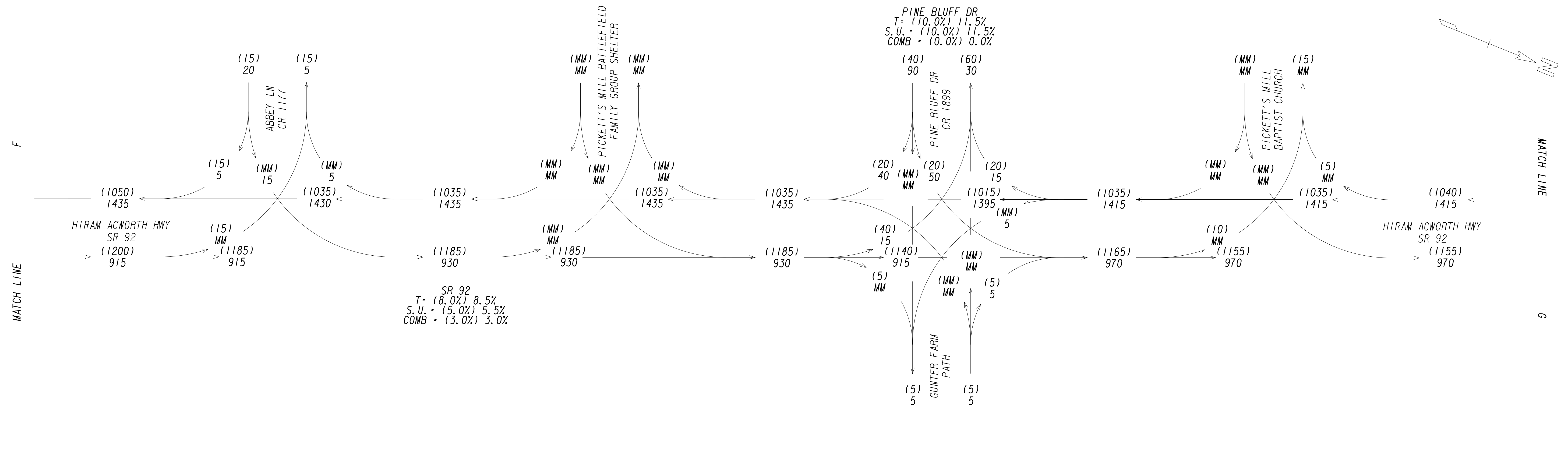
CSSTP-0007-00(692)
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 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

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REVISION DATES	

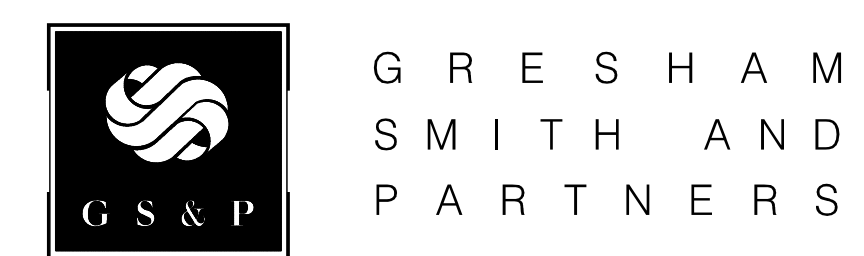
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SHEET 4 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

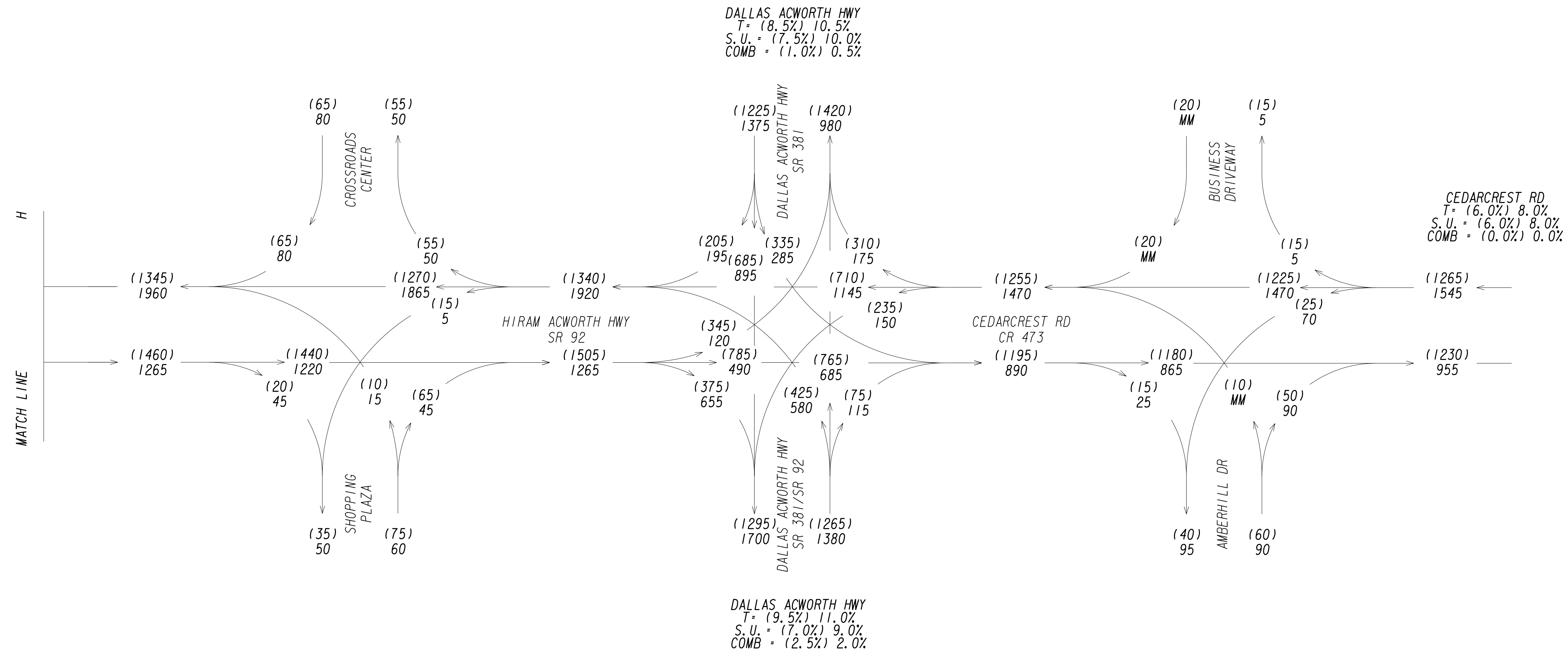
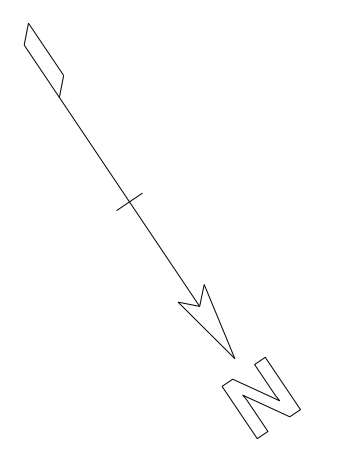
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NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

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VERIFIED: AWC	DATE: 06/05/2017	



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 PM DHV = (000)
2046 AM DHV = 000
NO BUILD



GRESHAM
SMITH AND
PARTNERS

REVISION DATES

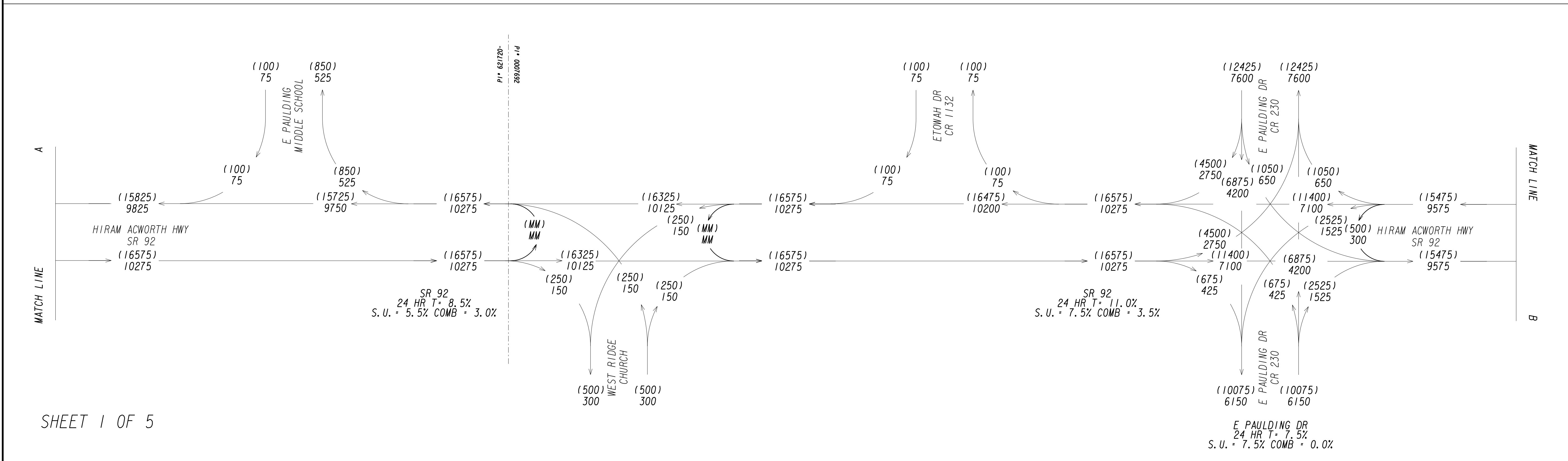
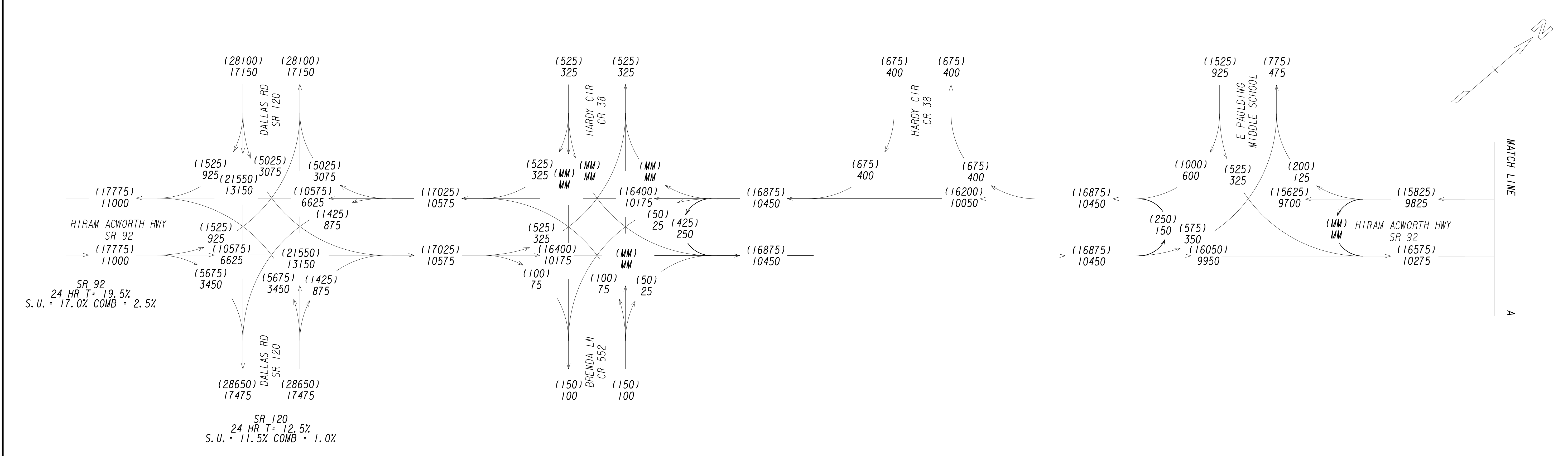
NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
BACKCHECKED:	AWC	DATE:	06/05/2017
CORRECTED:	CBL	DATE:	06/05/2017
VERIFIED:	AWC	DATE:	06/05/2017

DRAWING No.
10-0025



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI* 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

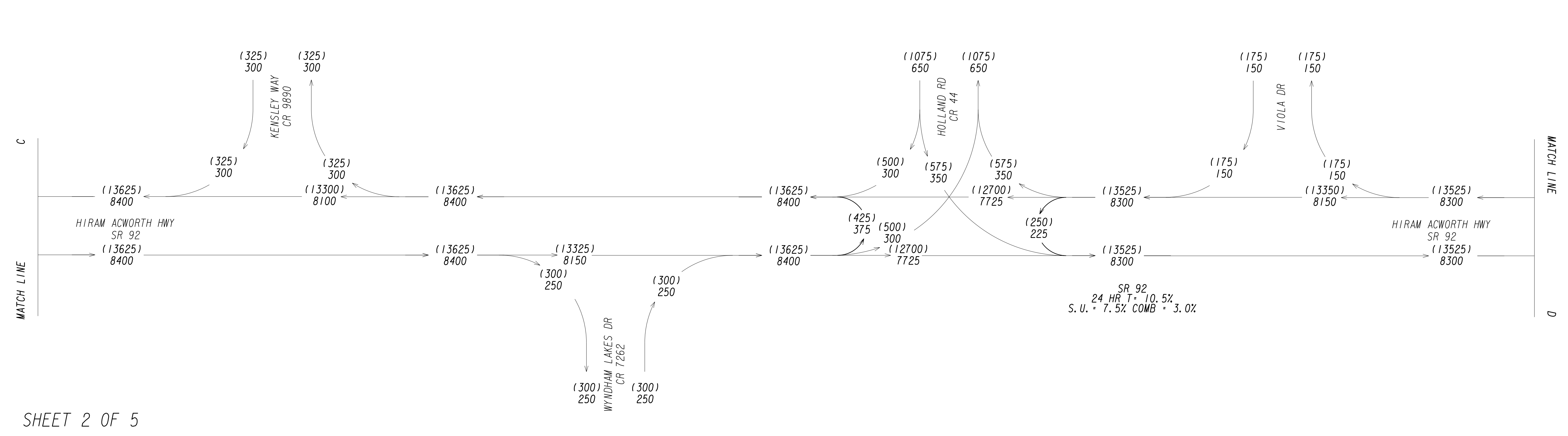
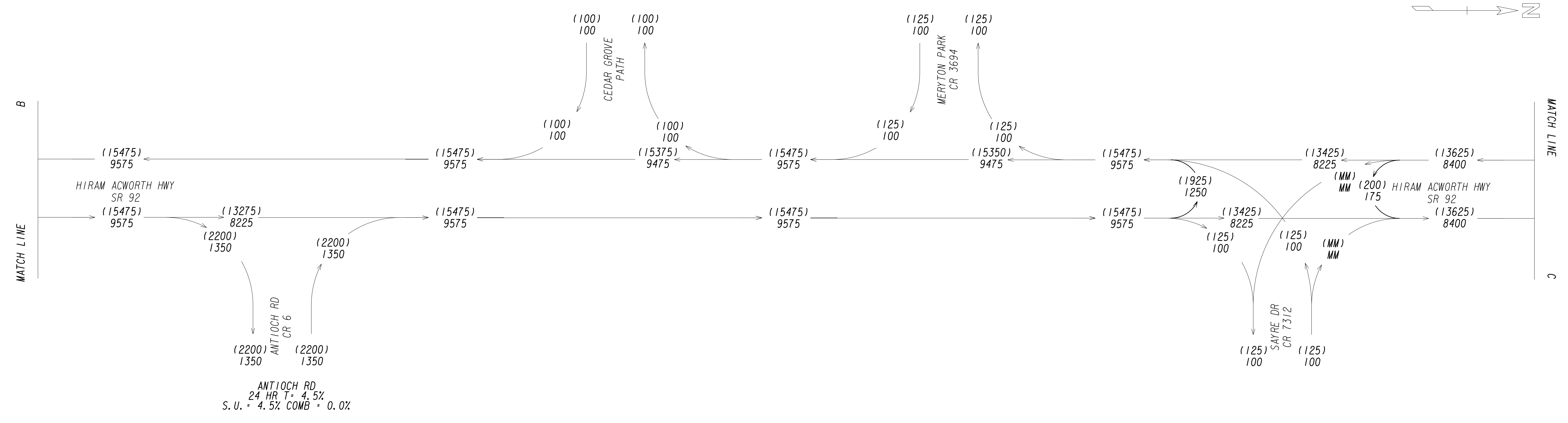
2046 AADT = (000)
 2026 AADT = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0026
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

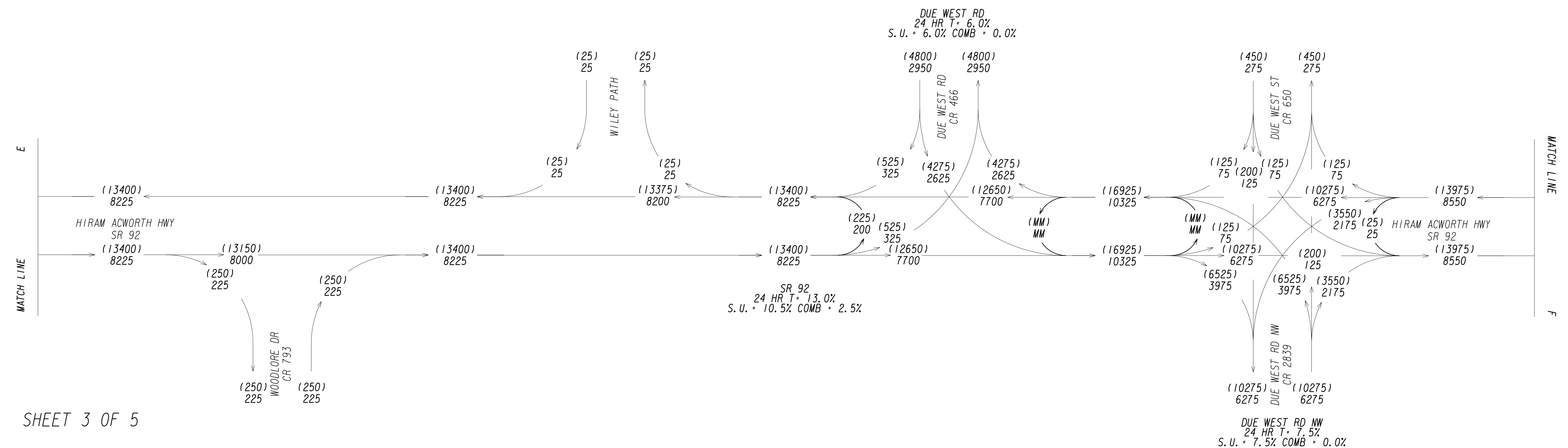
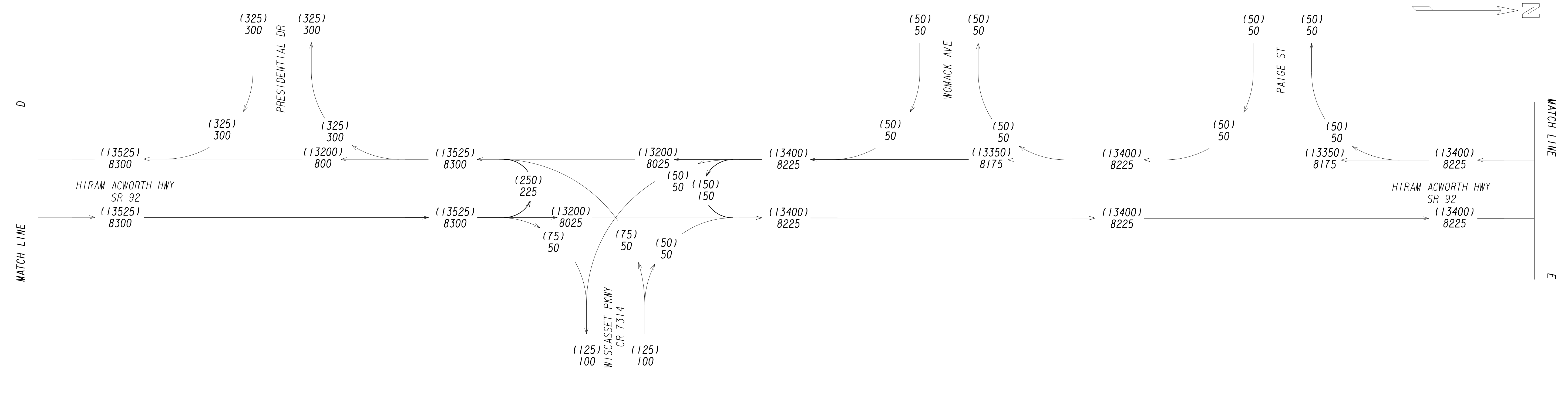
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 AADT = (000)
2026 AADT = 000
BUILD



REVISION DATES	

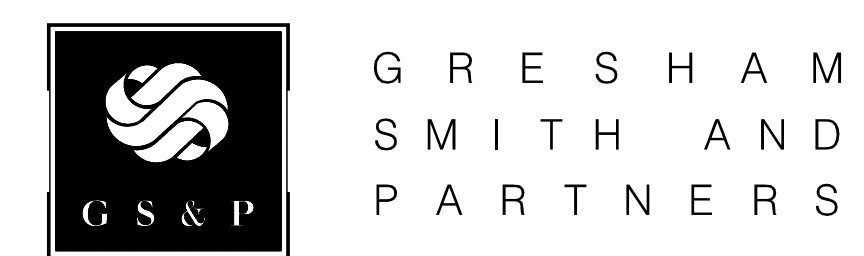
TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0027	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 3 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

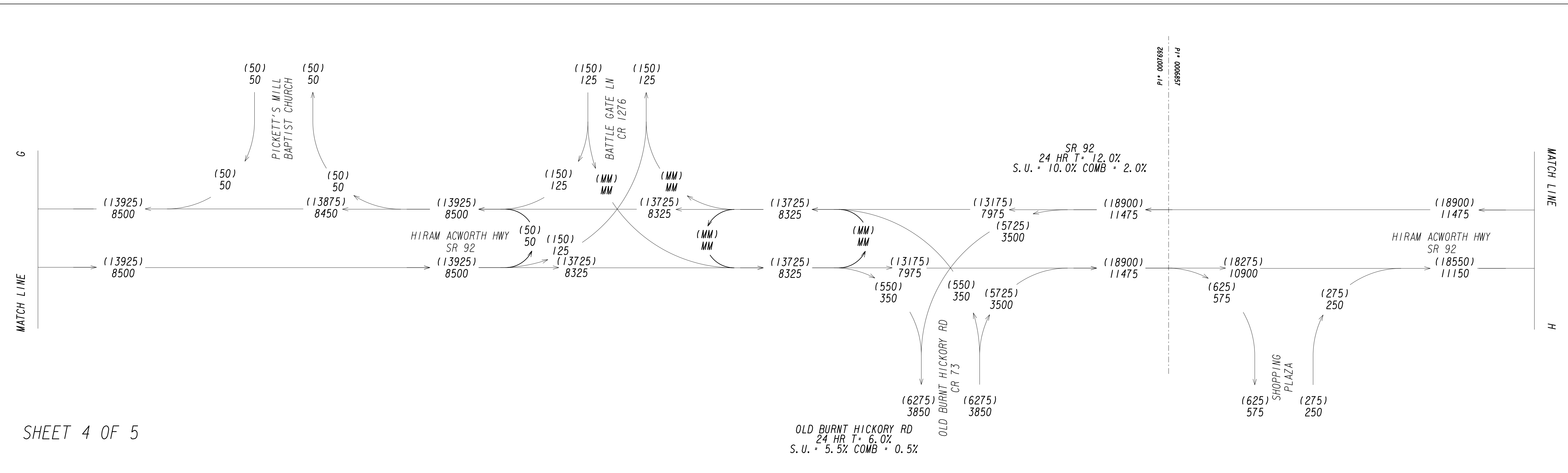
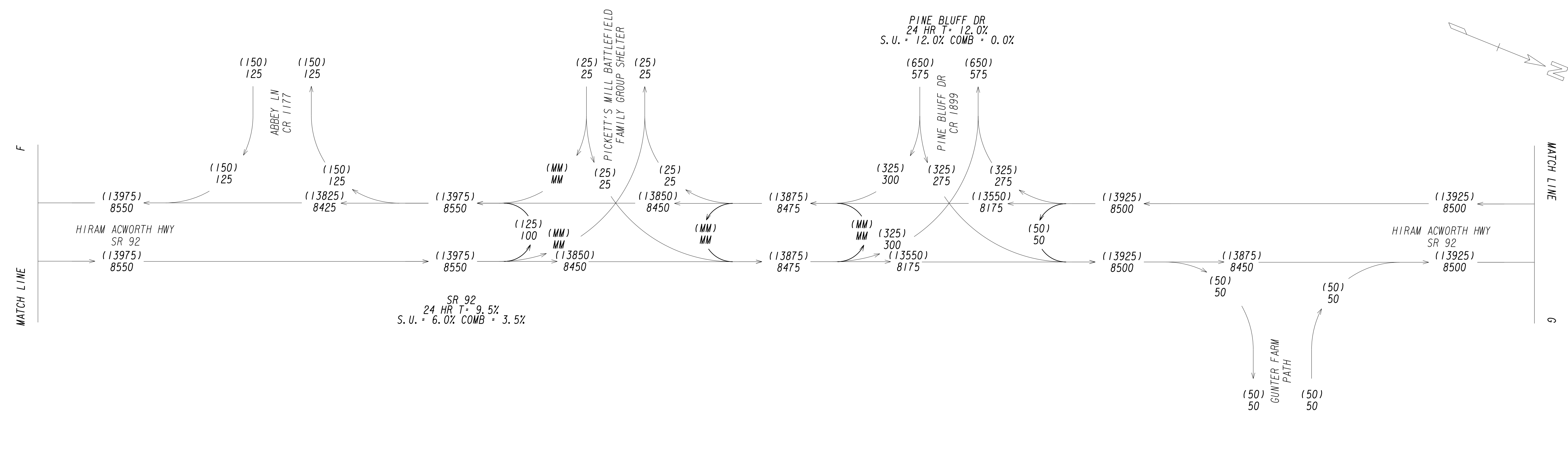
2046 AADT = (000)
 2026 AADT = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0028
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 4 OF 5

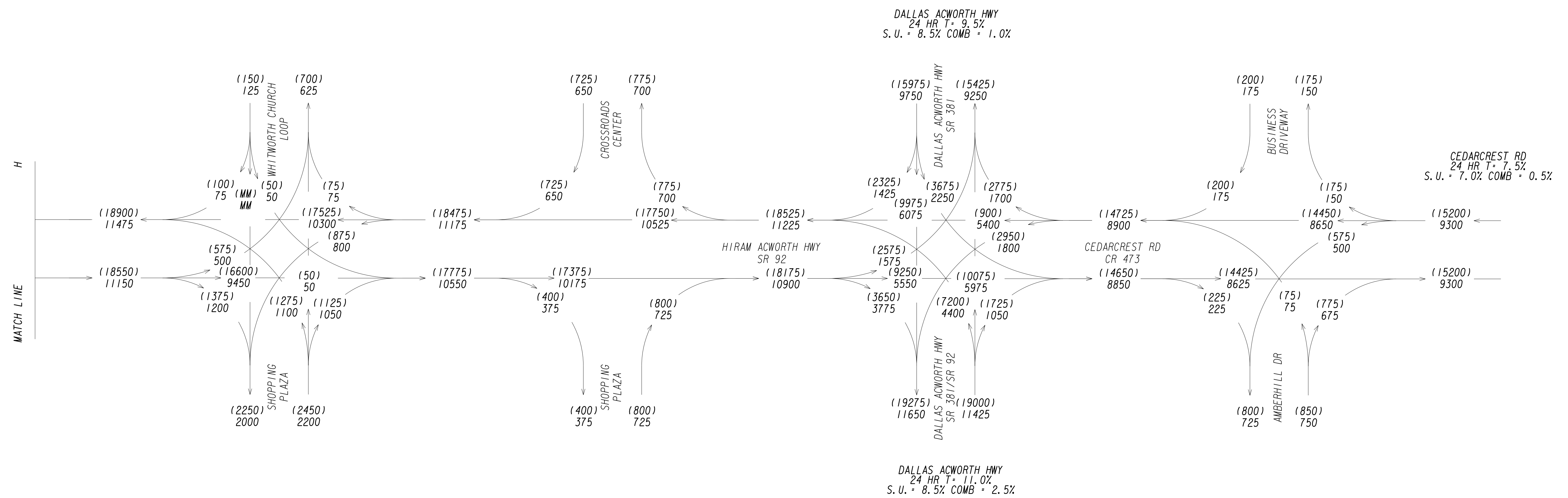
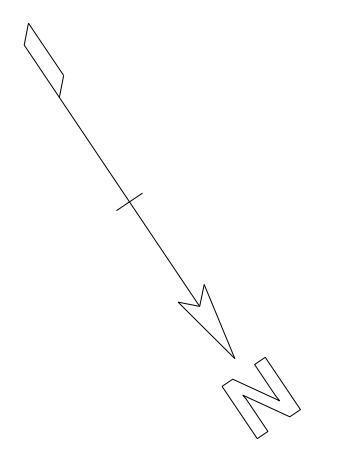
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 AADT = (000)
2026 AADT = 000
BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0029	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEARCREST RD

2046 AADT = (000)
2026 AADT = 000
BUILD



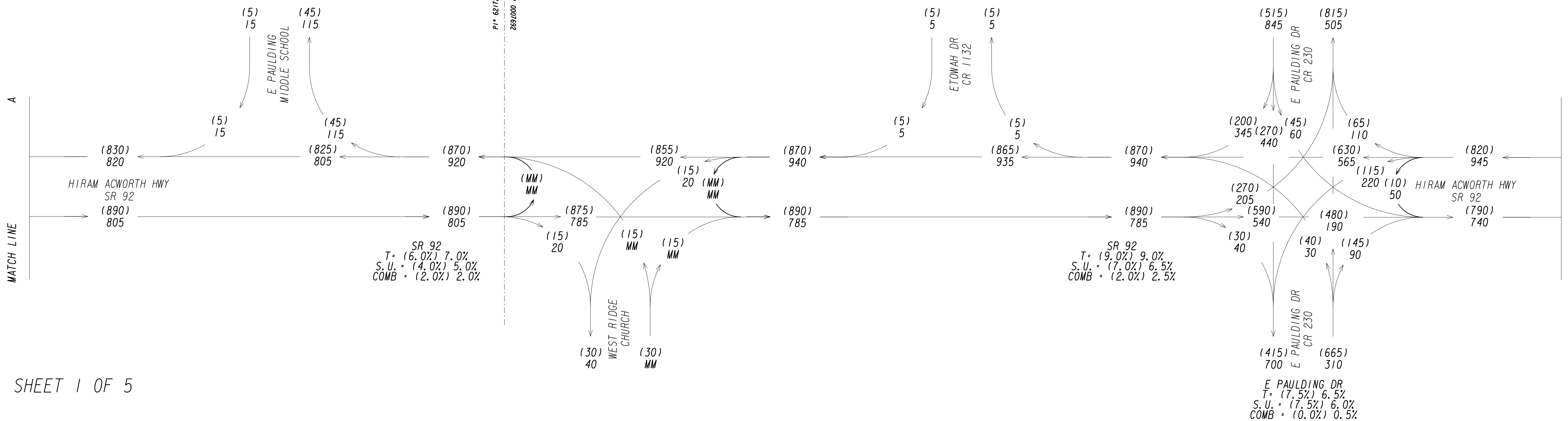
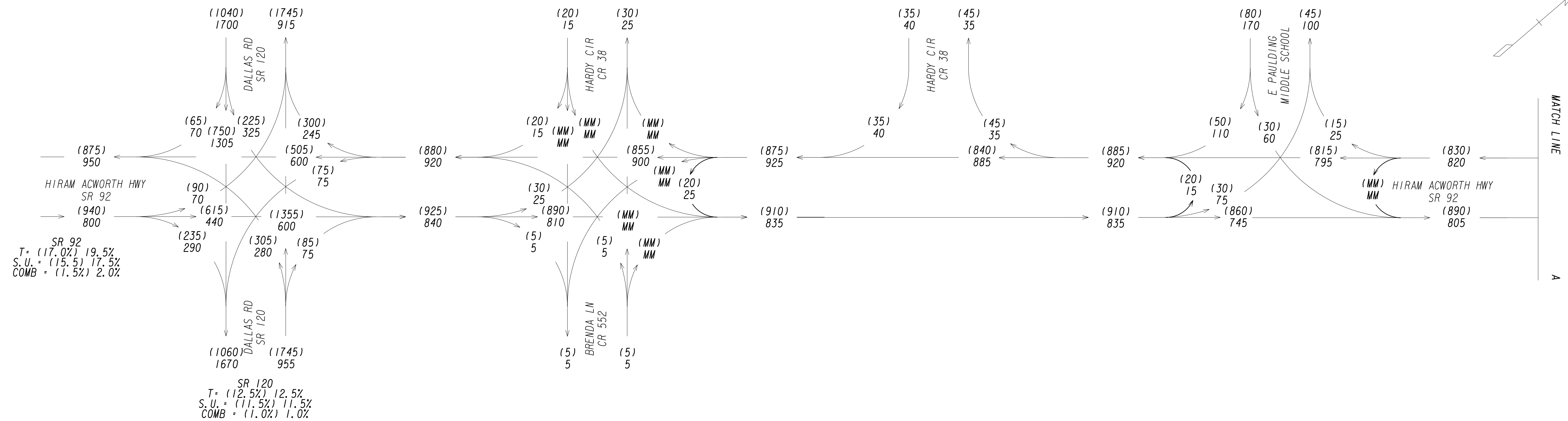
GRESHAM
SMITH AND
PARTNERS

REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEARCREST RD

CHECKED: CBL	DATE: 06/05/2017
BACKCHECKED: AWC	DATE: 06/05/2017
CORRECTED: CBL	DATE: 06/05/2017
VERIFIED: AWC	DATE: 06/05/2017

DRAWING No.
10-0030



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI* 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

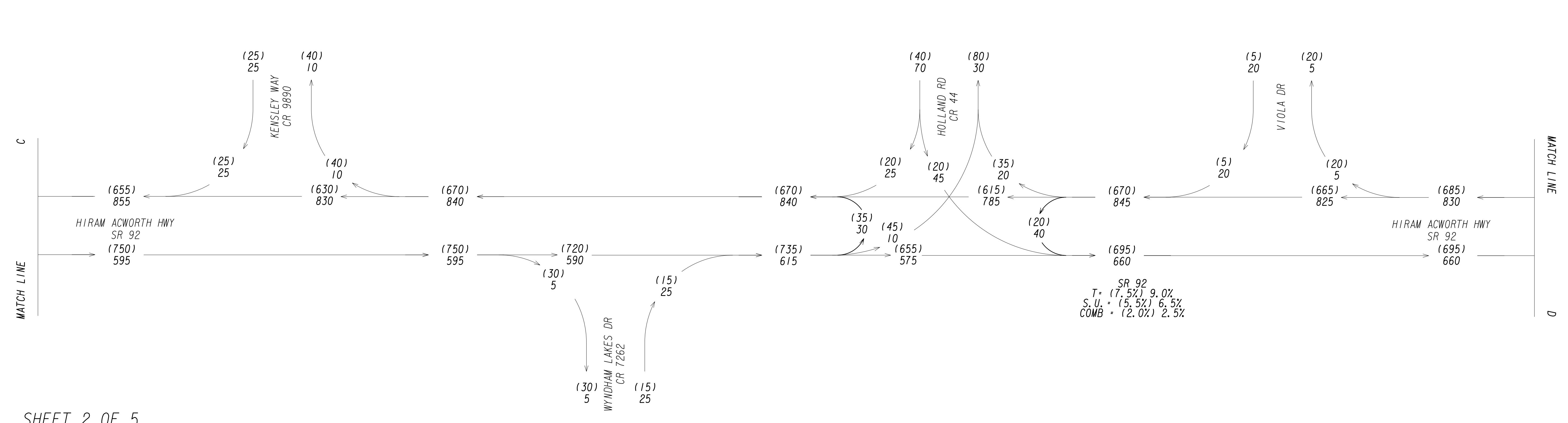
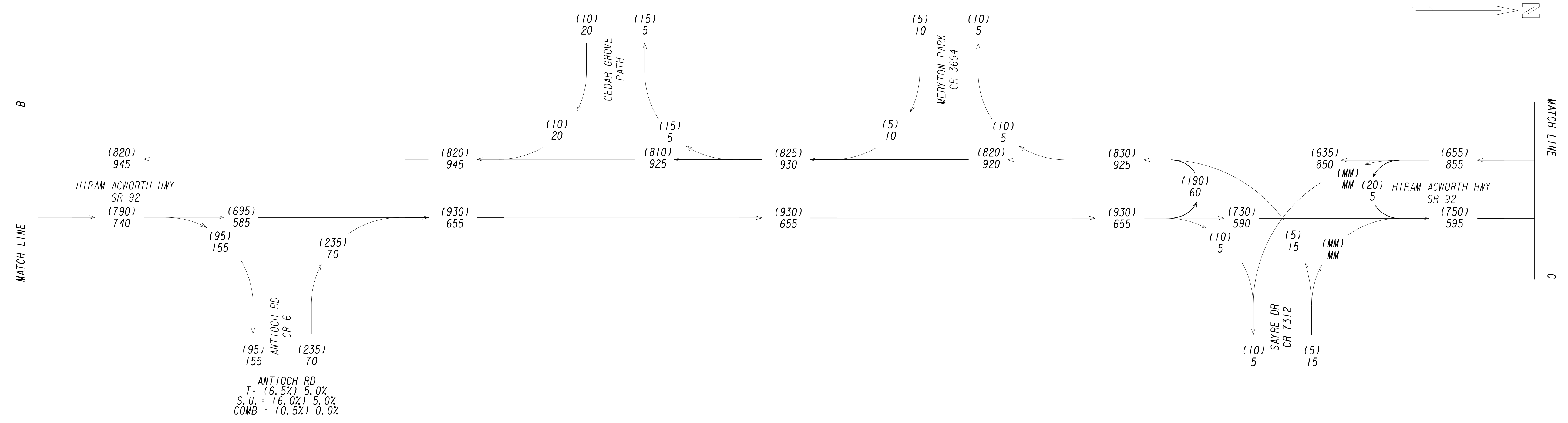
2026 PM DHV = (000)
 2026 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0031
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

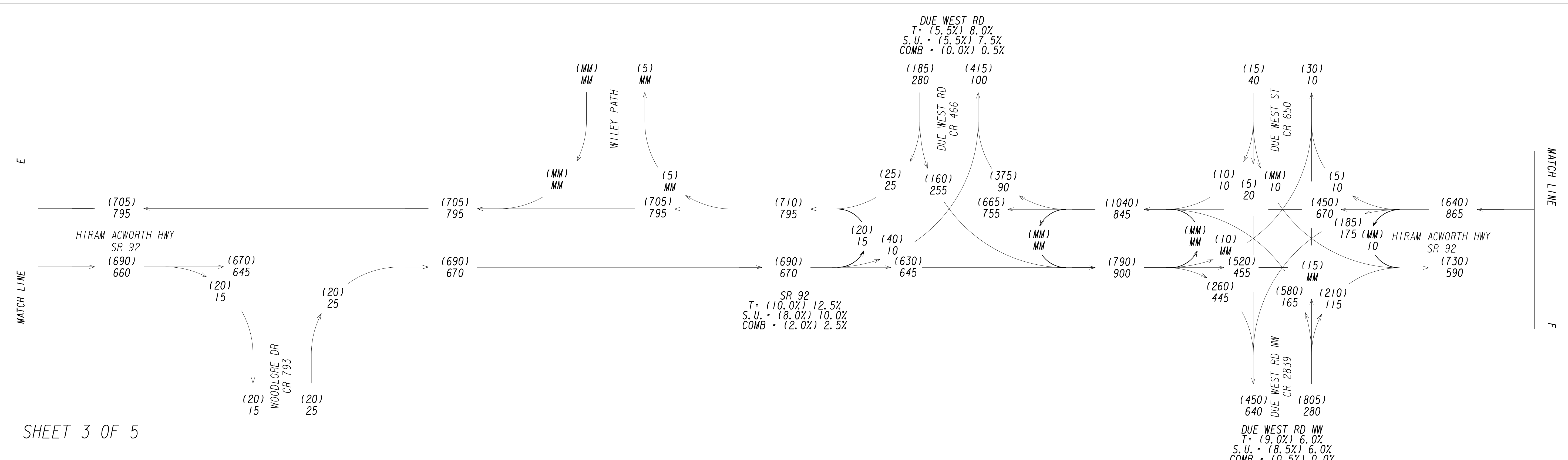
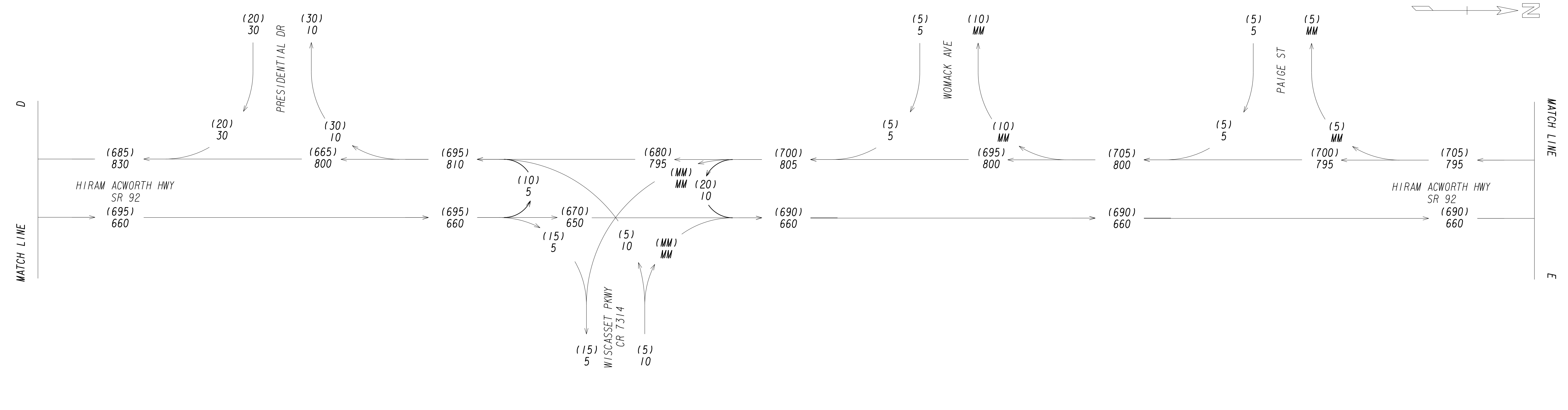
2026 PM DHV = (000)
 2026 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0032
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

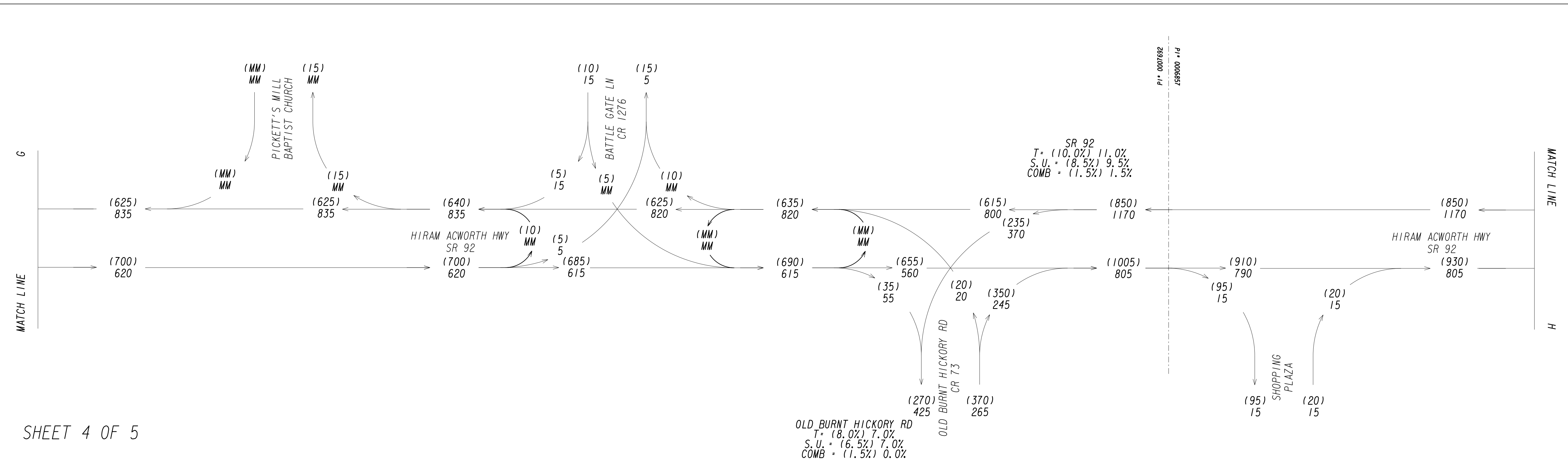
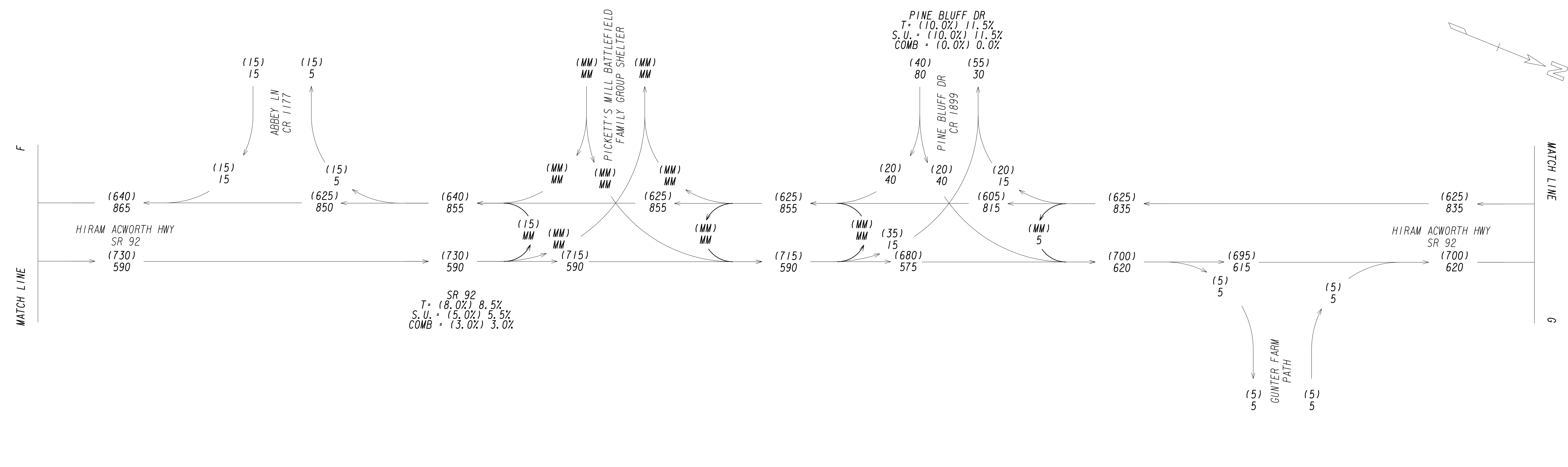
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2026 PM DHV = (000)
 2026 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0033	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 4 OF 5

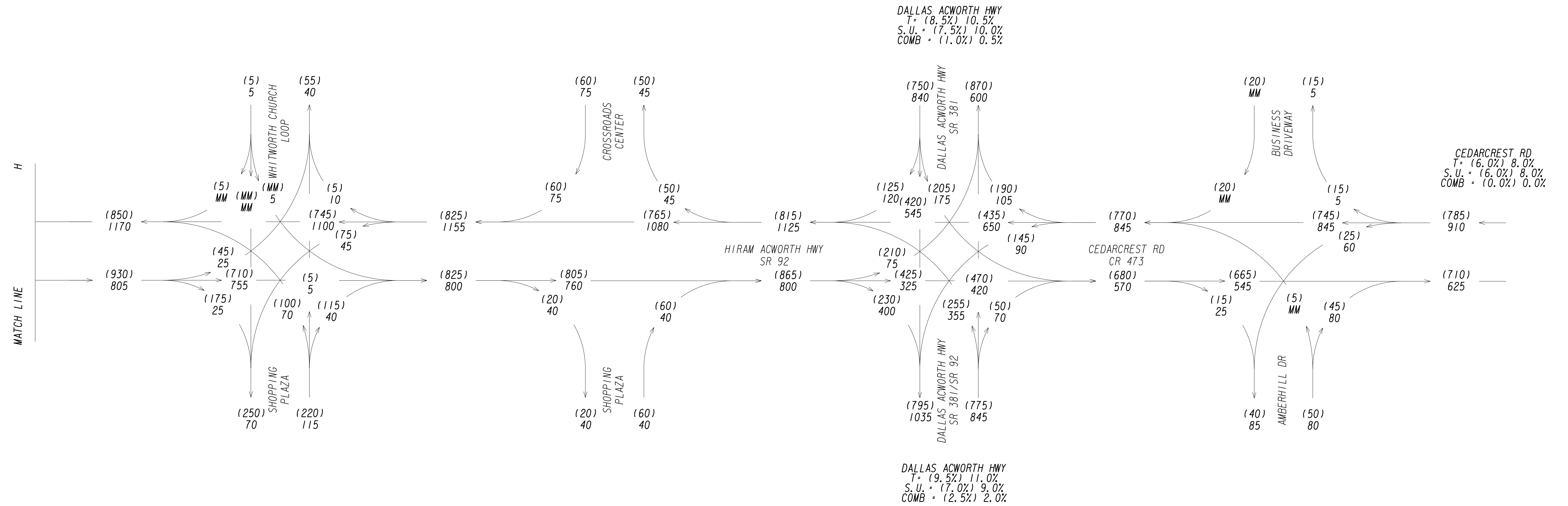
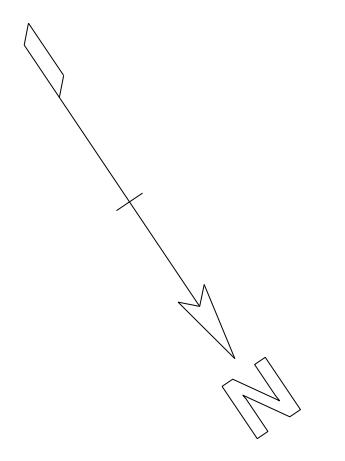
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2026 PM DHV = (000)
 2026 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0034	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2026 PM DHV = (000)
2026 AM DHV = 000
BUILD



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REVISION DATES

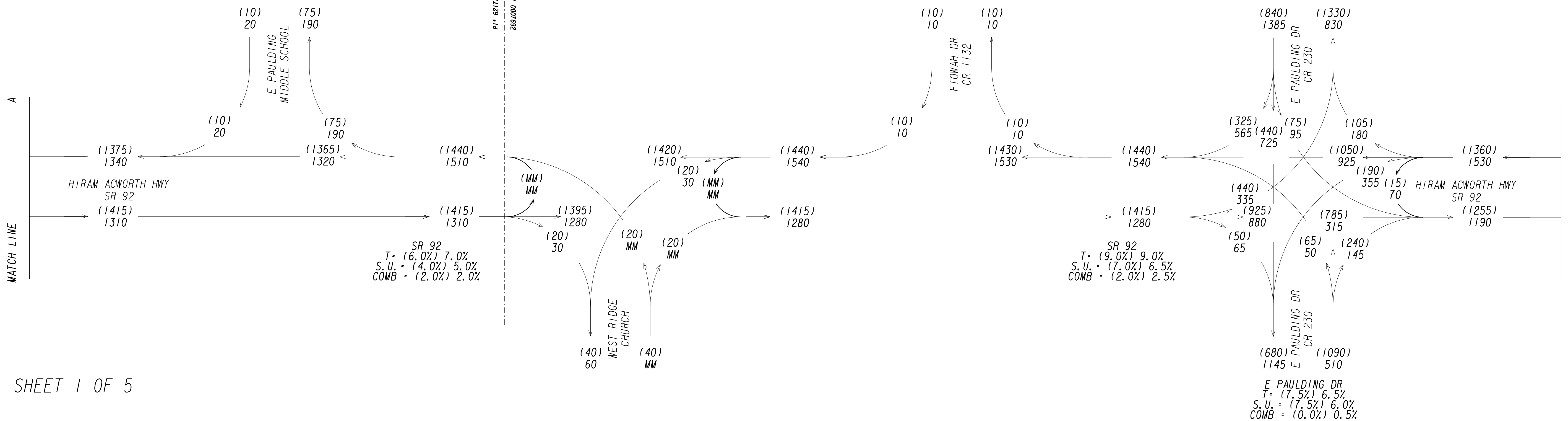
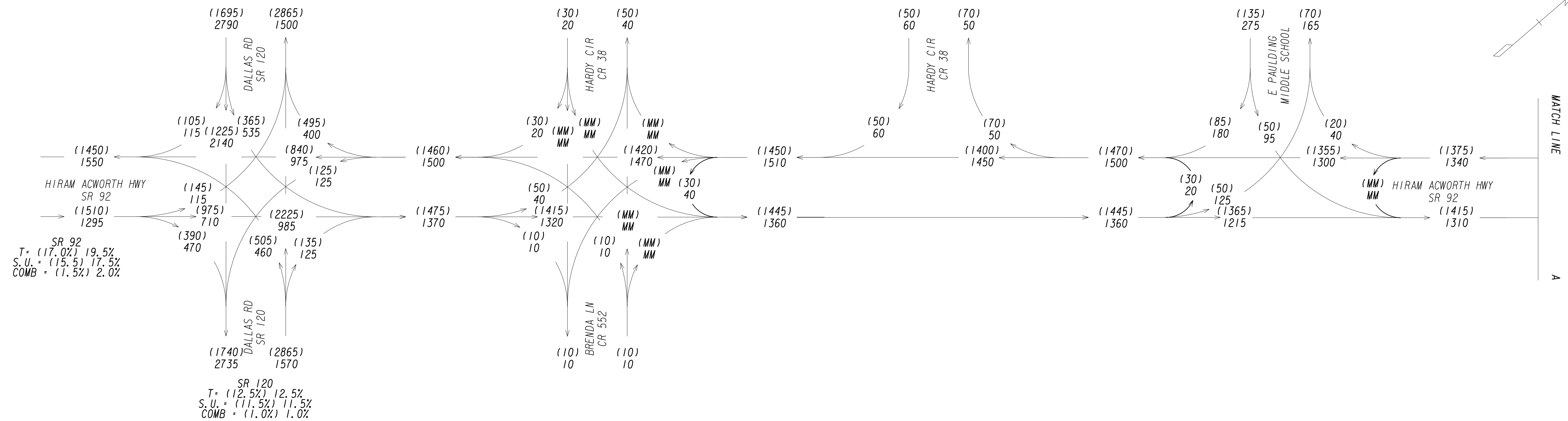
NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017
BACKCHECKED: AWC	DATE: 06/05/2017
CORRECTED: CBL	DATE: 06/05/2017
VERIFIED: AWC	DATE: 06/05/2017

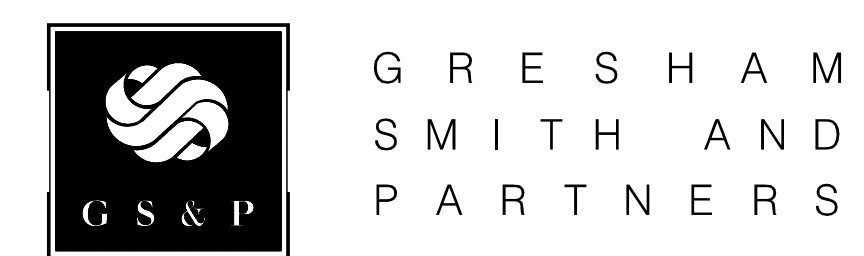
DRAWING No.
10-0035



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

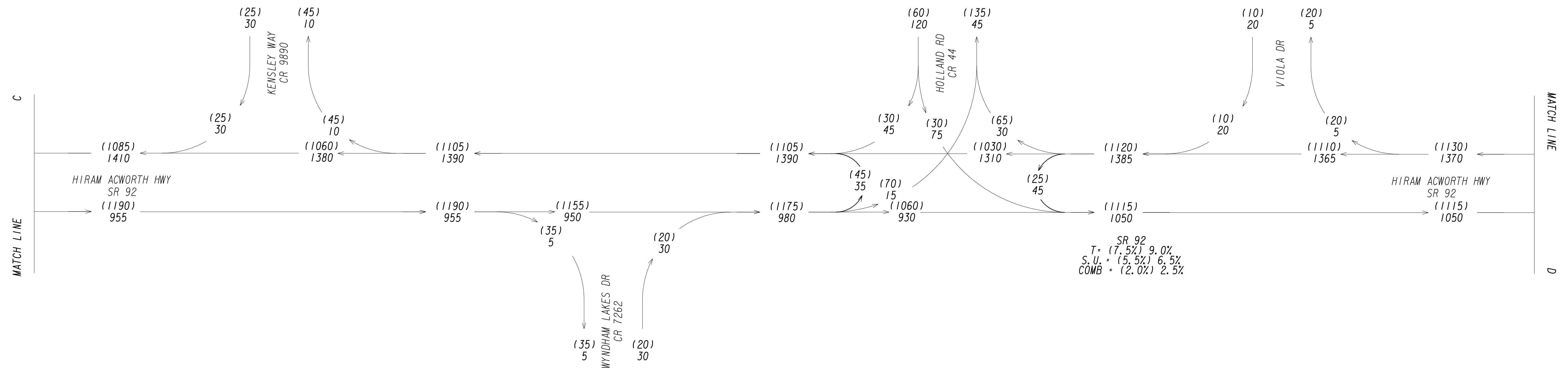
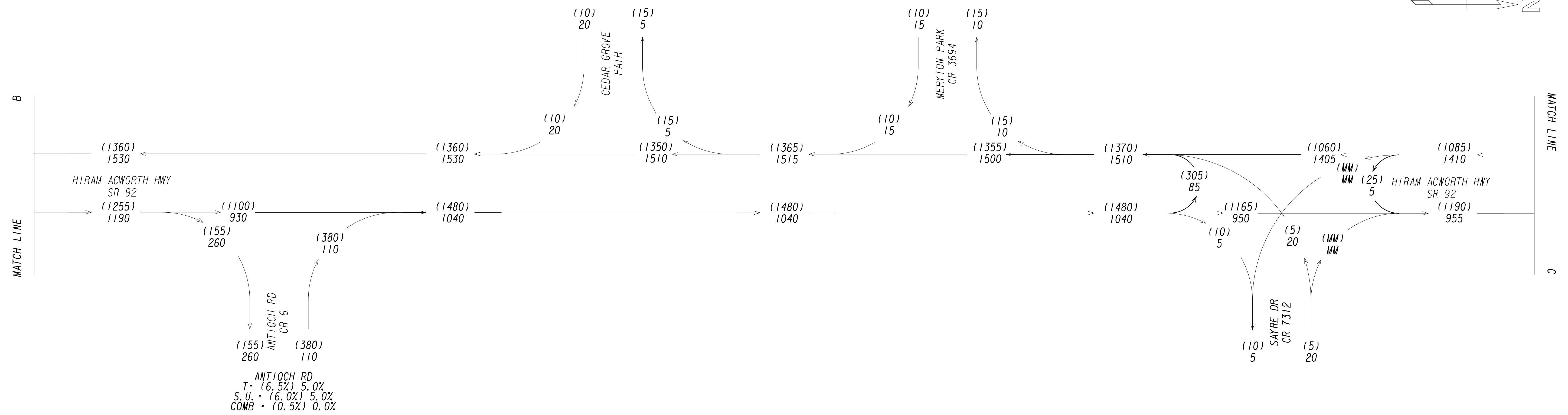
2046 PM DHV = (000)
 2046 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0036
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 PM DHV = (000)
2046 AM DHV = 000
BUILD



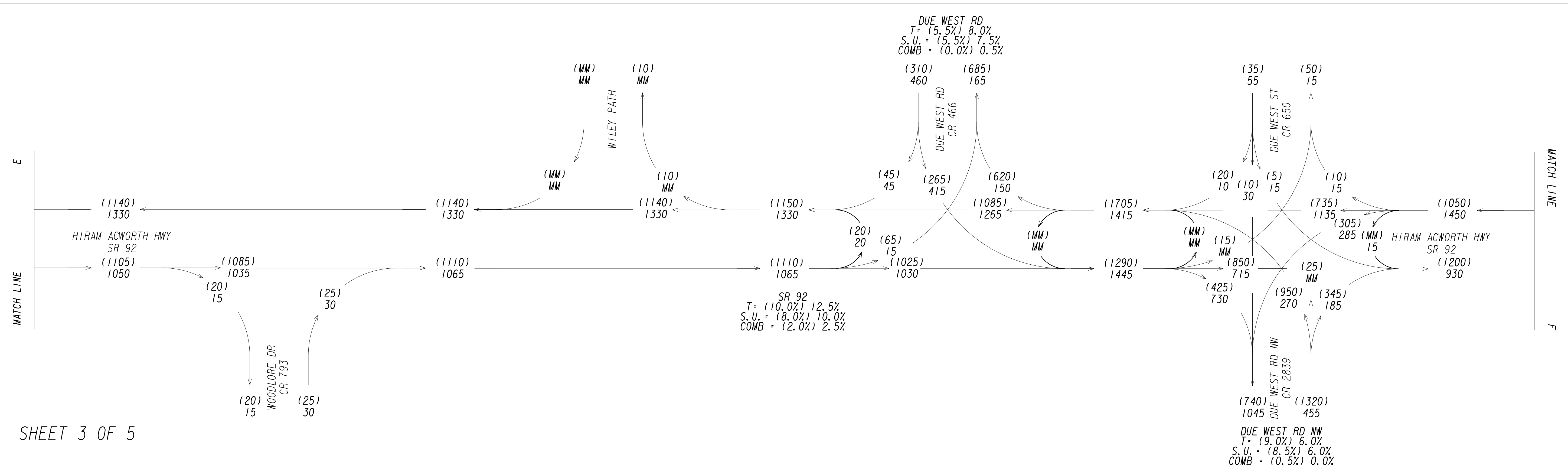
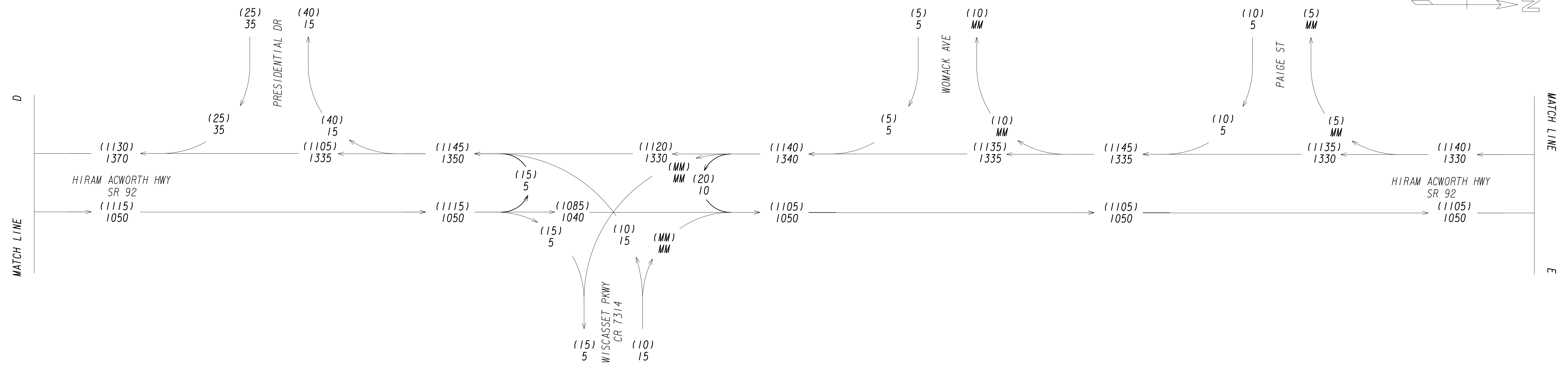
GRESHAM
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PARTNERS

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

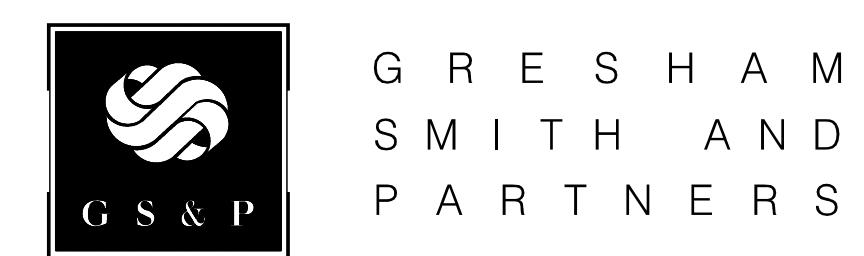
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BACKCHECKED: AWC	DATE: 06/05/2017	10-0037
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 PM DHV = (000)
2046 AM DHV = 000
BUILD

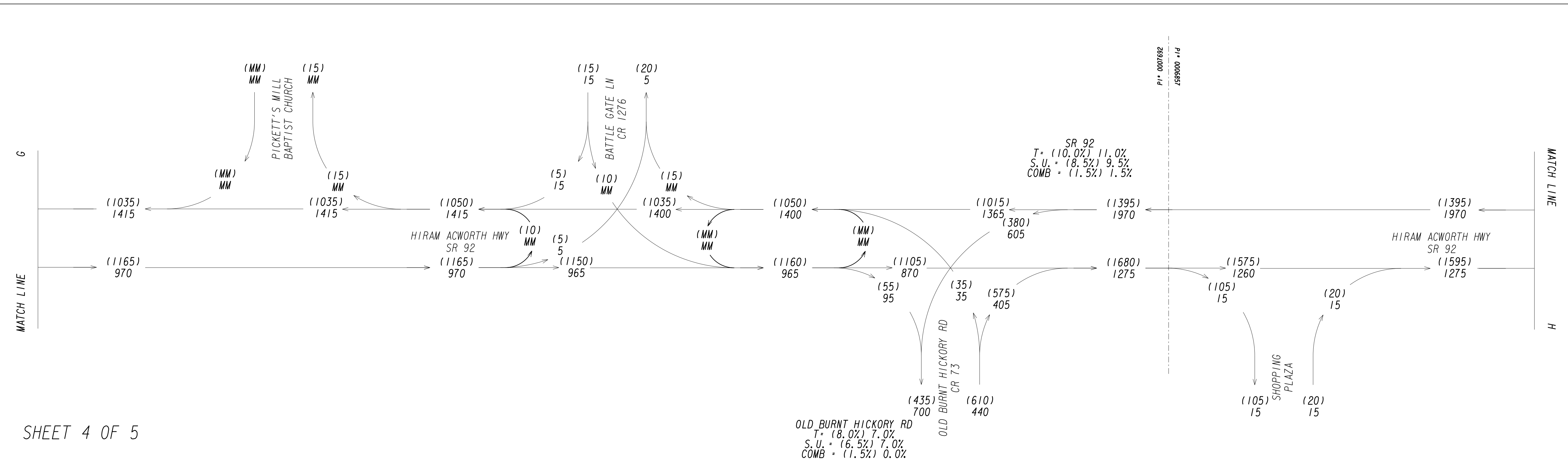
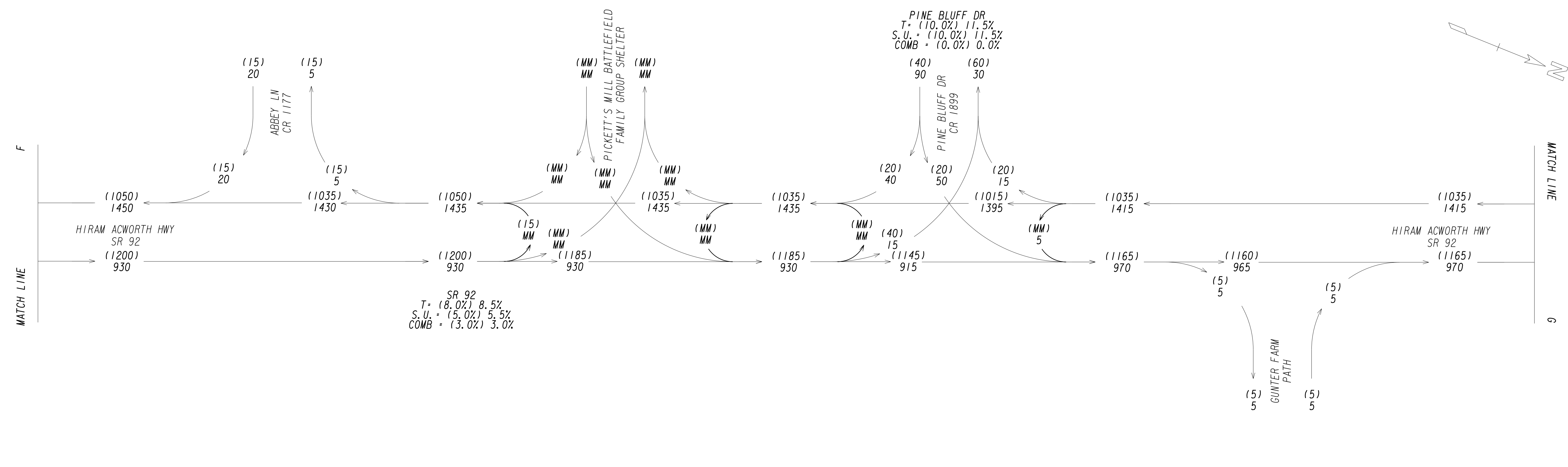


REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017
BACKCHECKED: AWC	DATE: 06/05/2017
CORRECTED: CBL	DATE: 06/05/2017
VERIFIED: AWC	DATE: 06/05/2017

DRAWING No.
10-0038



SHEET 4 OF 5

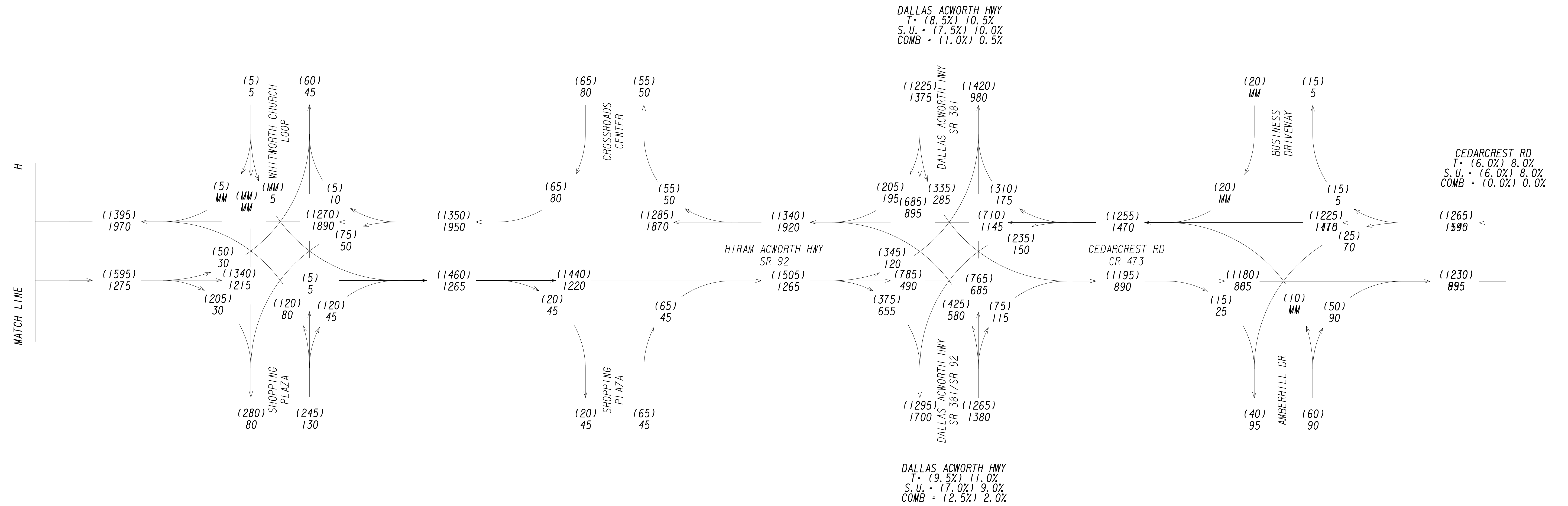
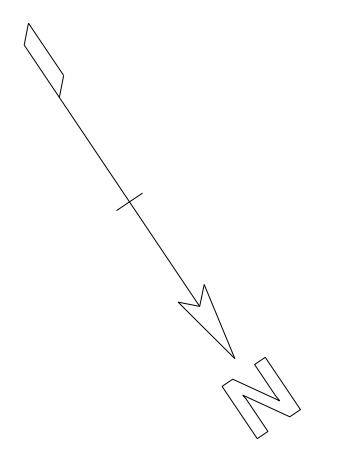
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2046 PM DHV = (000)
 2046 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0039	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2046 PM DHV = (000)
2046 AM DHV = 000
BUILD



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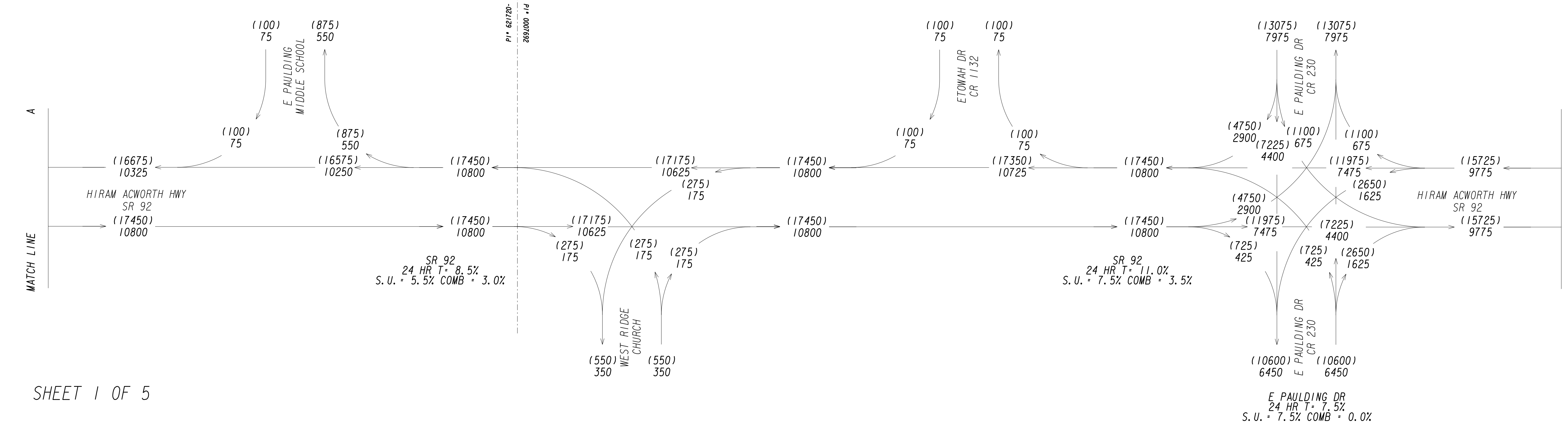
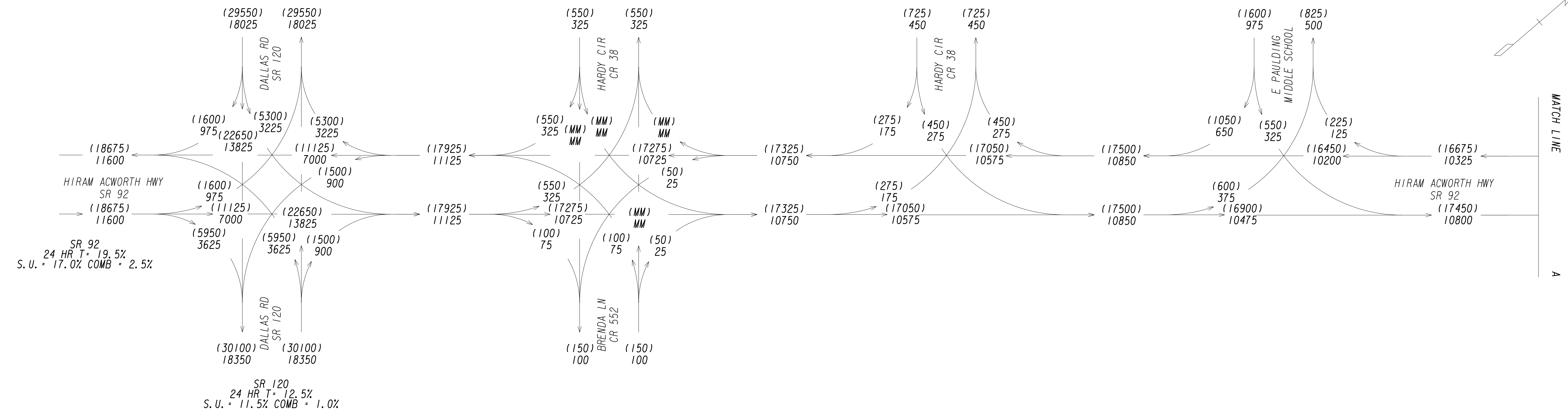
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017
BACKCHECKED: AWC	DATE: 06/05/2017
CORRECTED: CBL	DATE: 06/05/2017
VERIFIED: AWC	DATE: 06/05/2017

DRAWING No.
10-0040



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

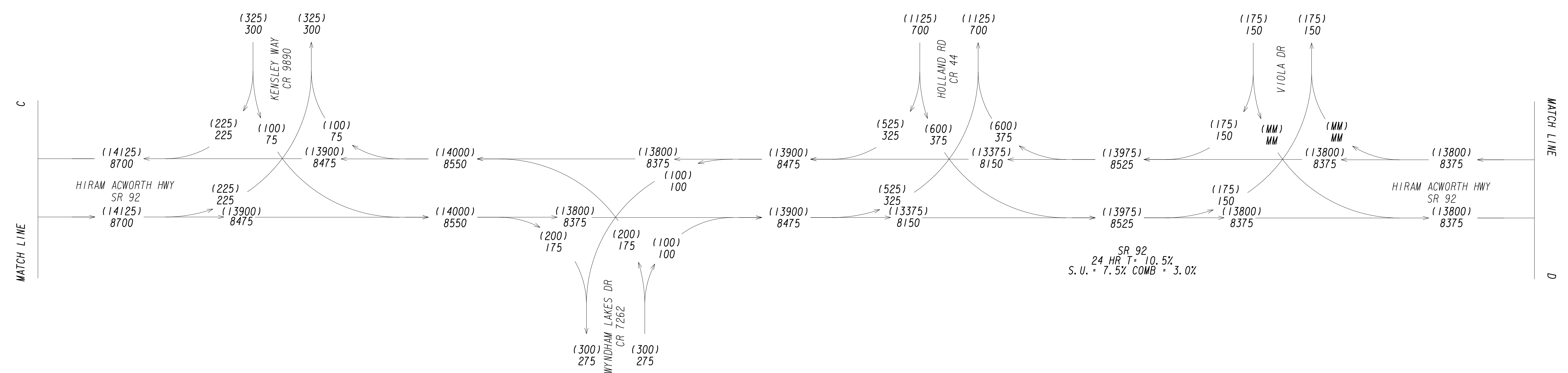
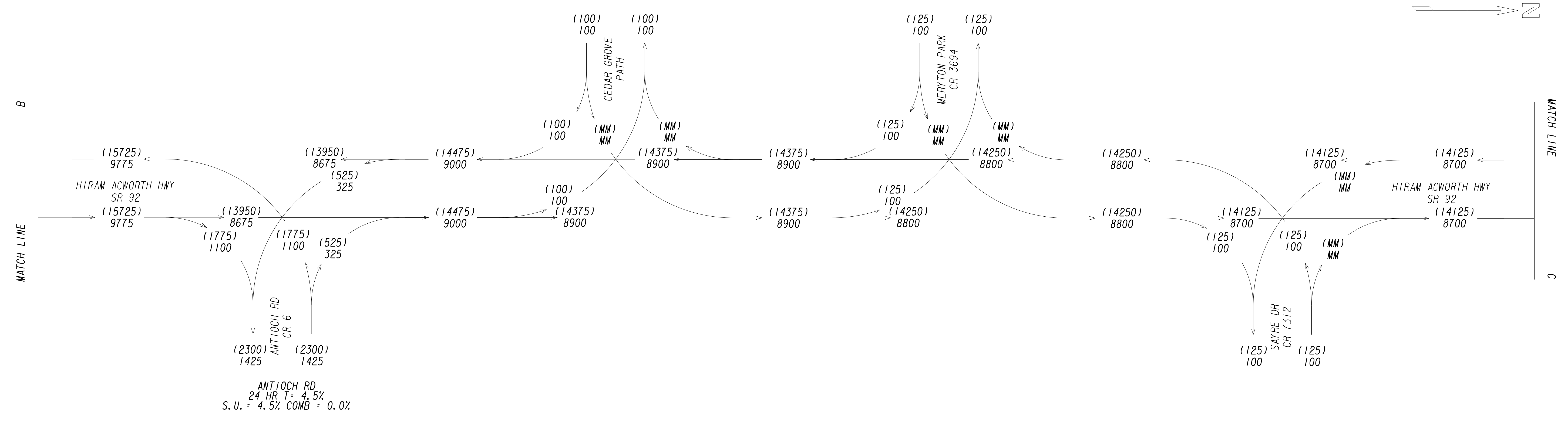
2048 AADT = (000)
 2028 AADT = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0041
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

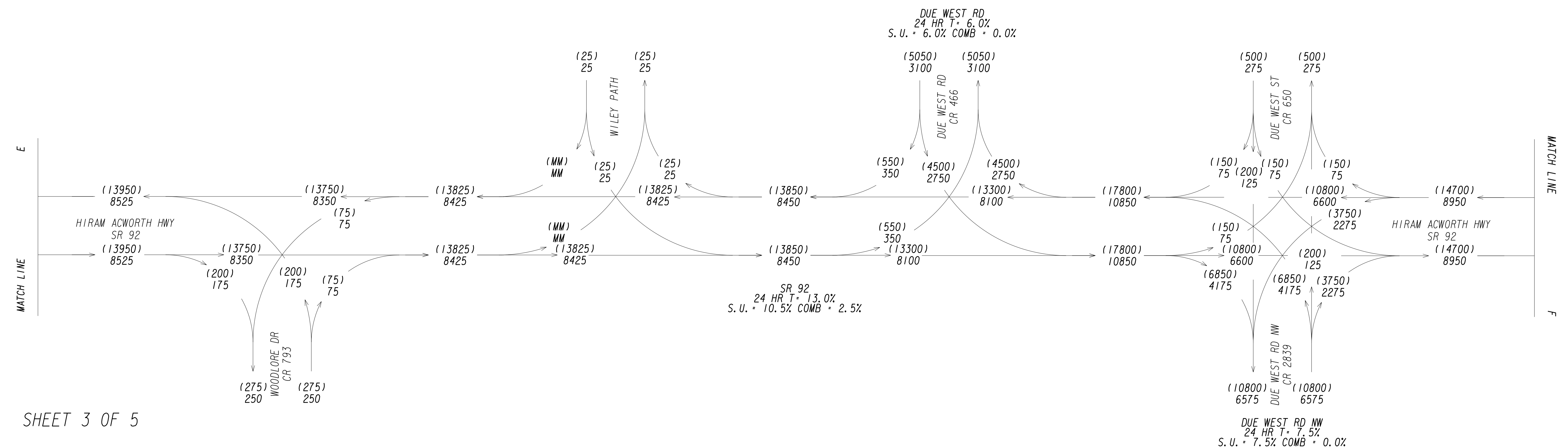
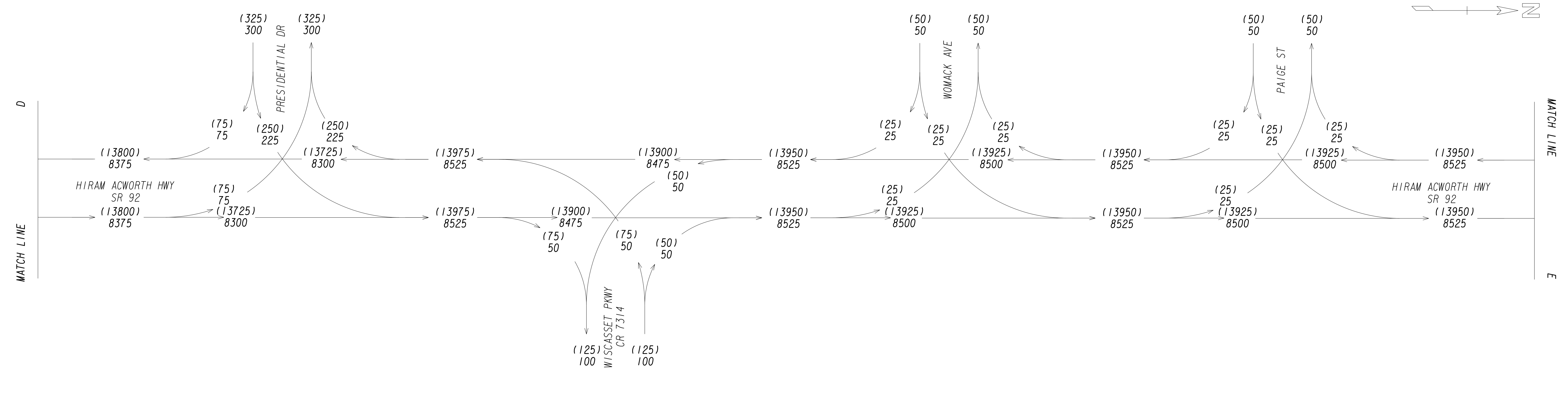
2048 AADT = (000)
 2028 AADT = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0042
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

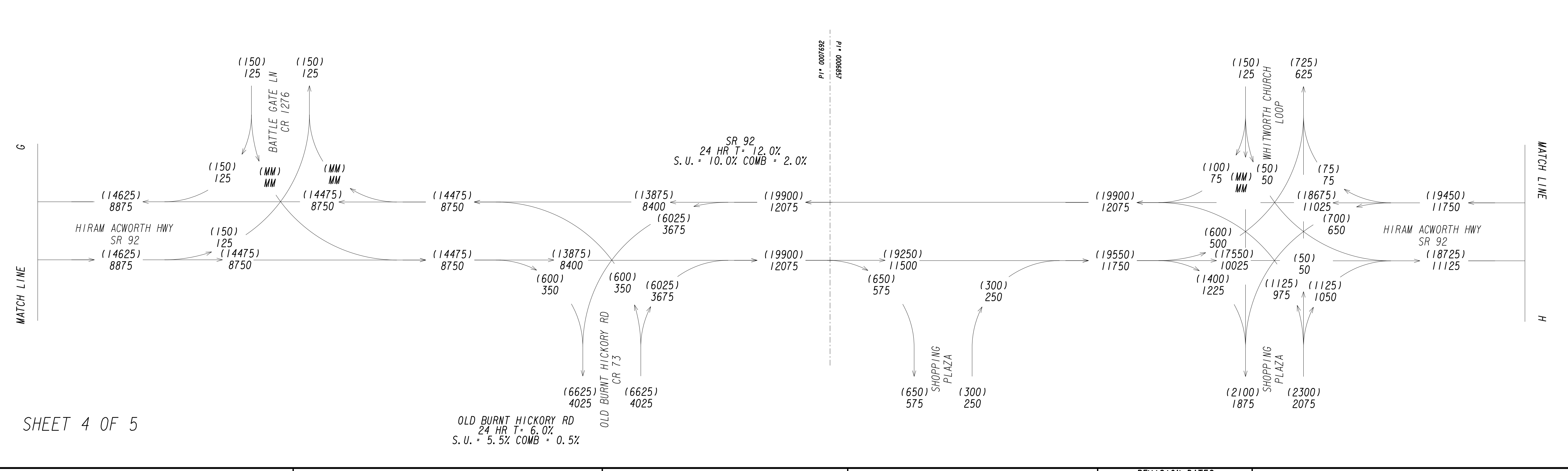
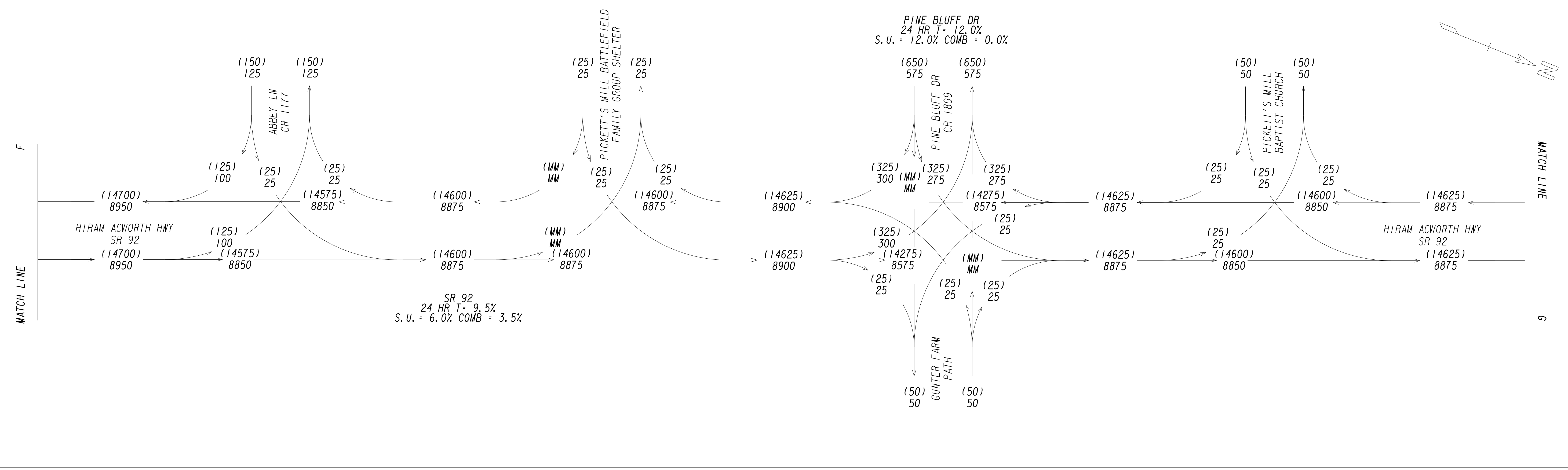
2048 AADT = (000)
 2028 AADT = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0043
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 4 OF 5

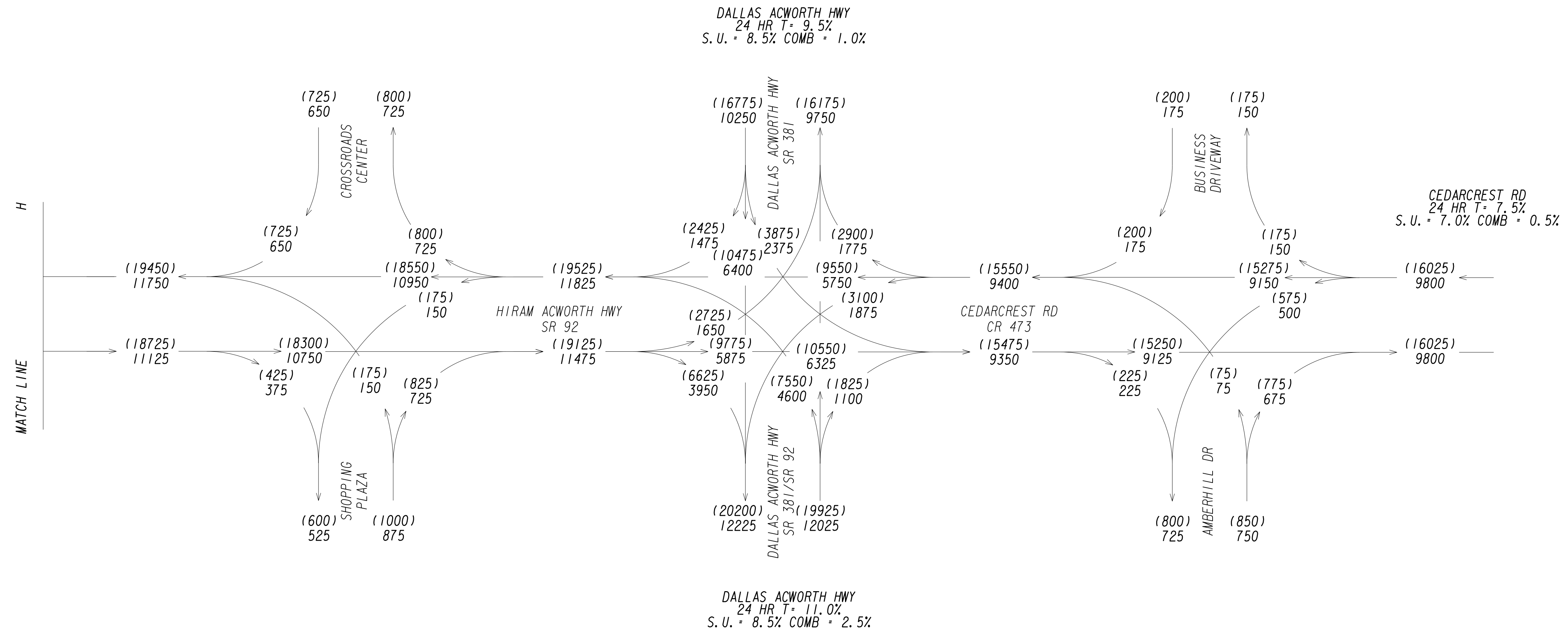
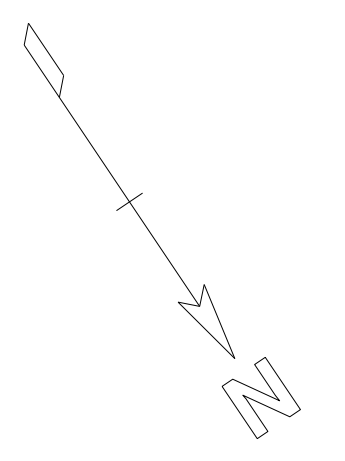
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 AADT = (000)
2028 AADT = 000
NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0044	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 AADT = (000)
2028 AADT = 000
NO BUILD



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REVISION DATES

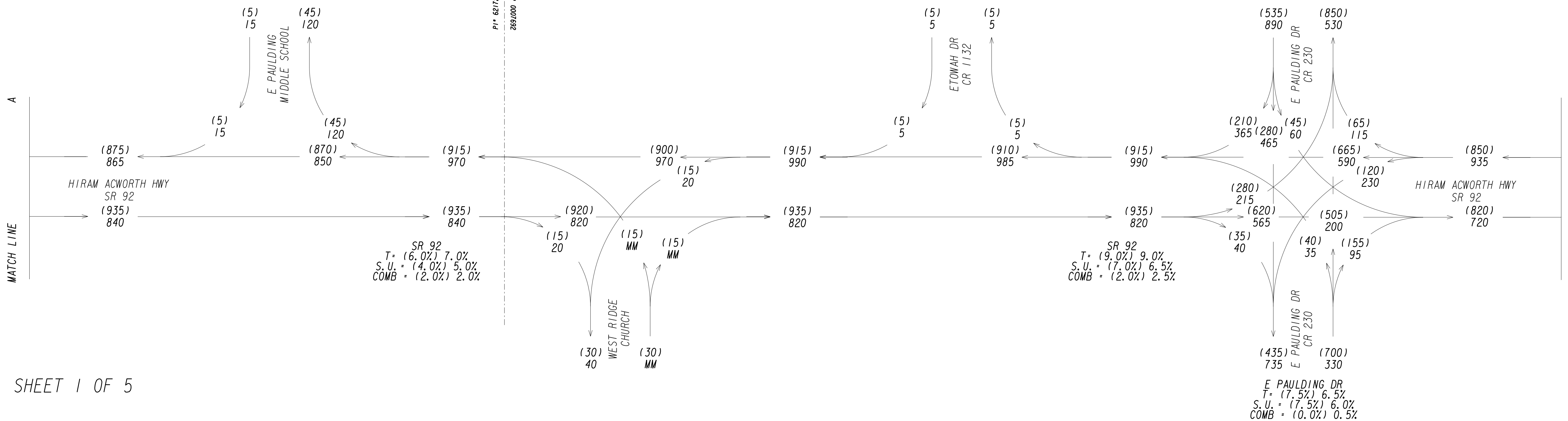
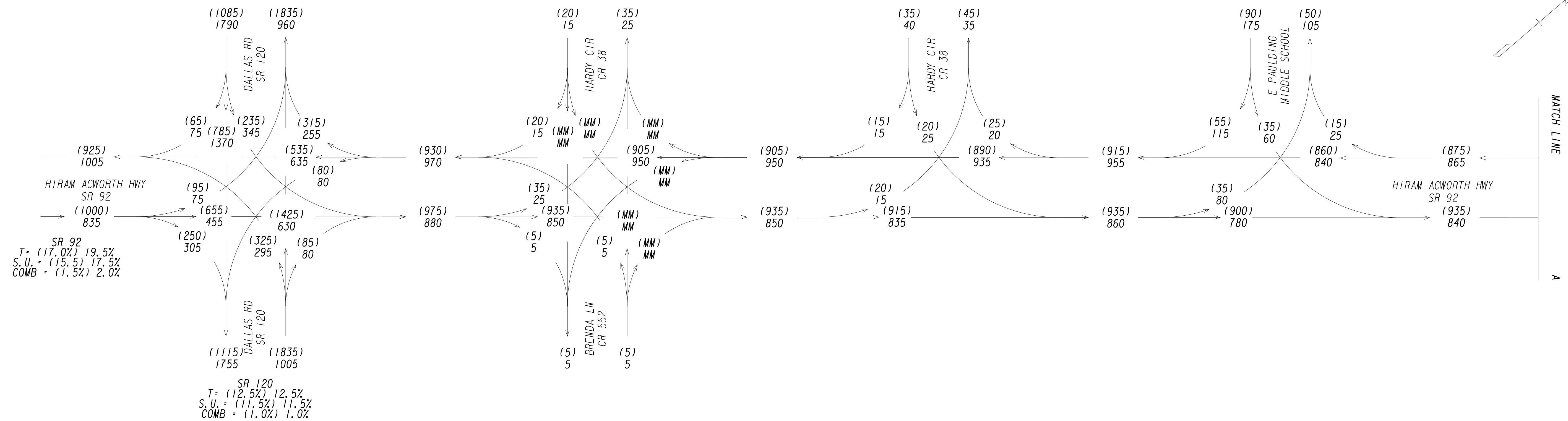
NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM

SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
BACKCHECKED:	AWC	DATE:	06/05/2017
CORRECTED:	CBL	DATE:	06/05/2017
VERIFIED:	AWC	DATE:	06/05/2017

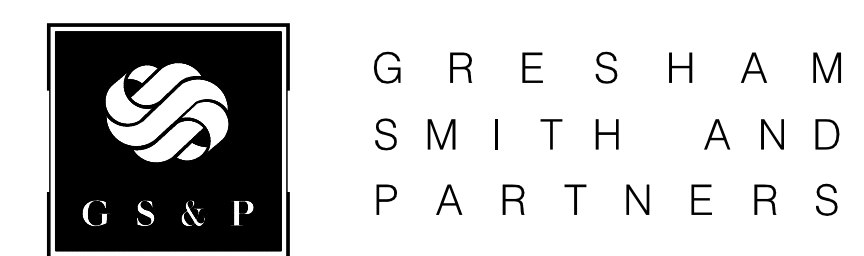
DRAWING No.
10-0045



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

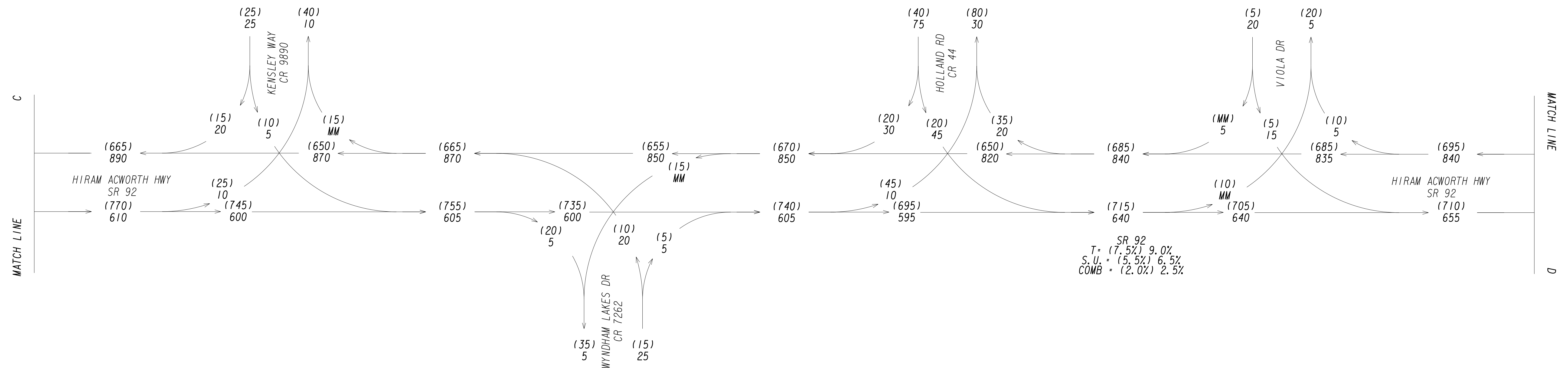
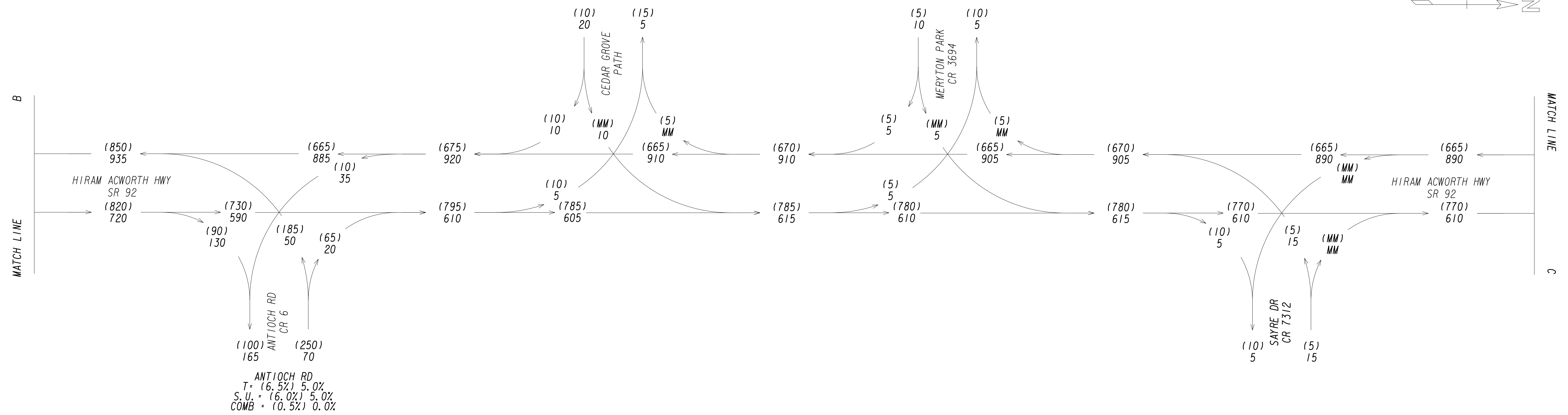
2028 PM DHV = (000)
 2028 AM DHV = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0046
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2028 PM DHV = (000)
2028 AM DHV = 000
NO BUILD



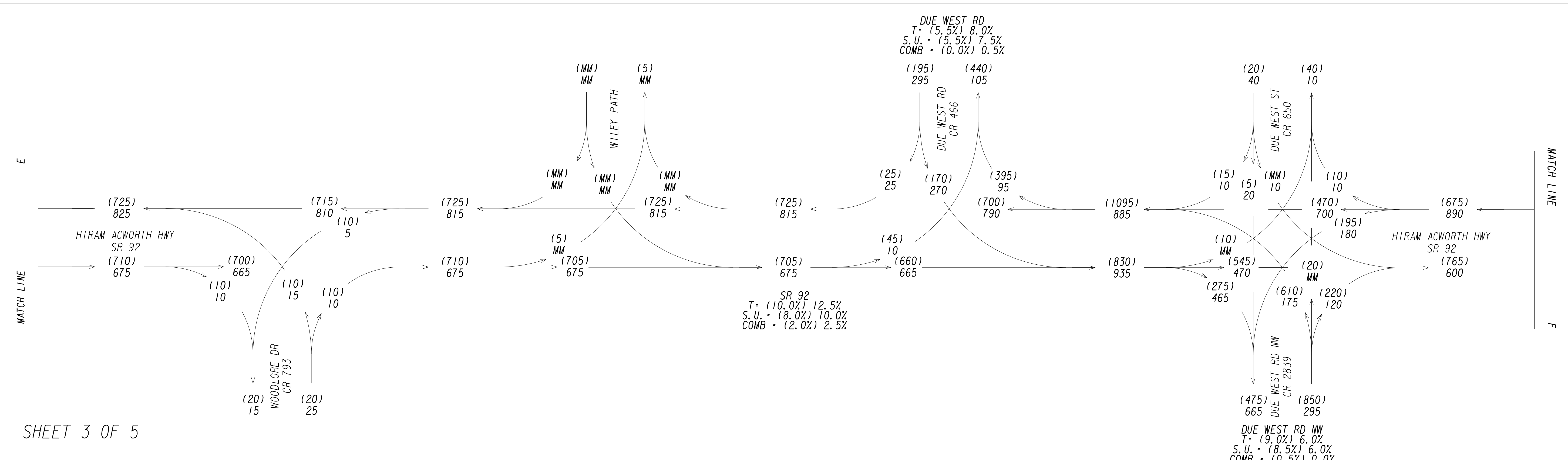
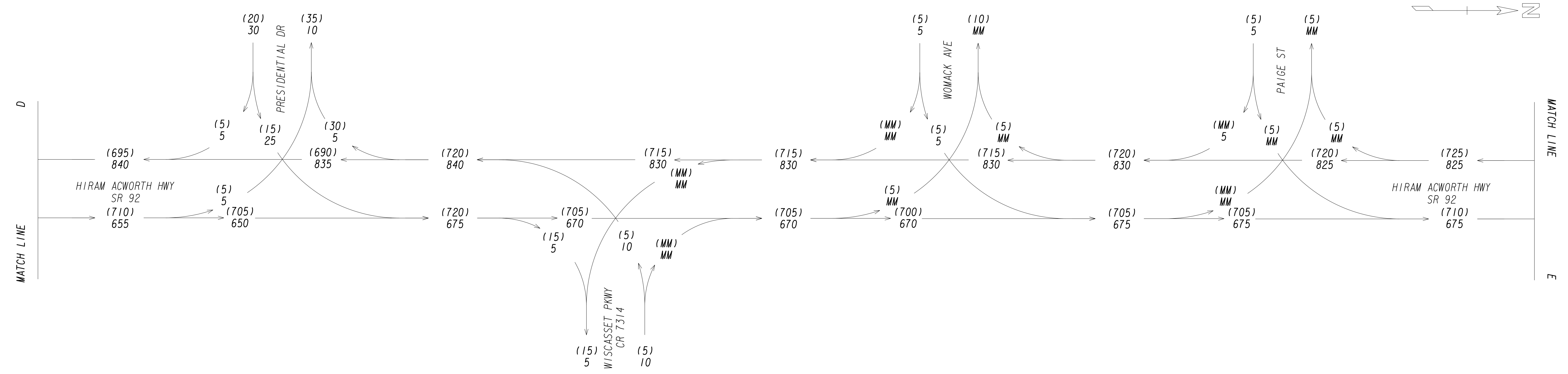
GRESHAM
SMITH AND
PARTNERS

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0047
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

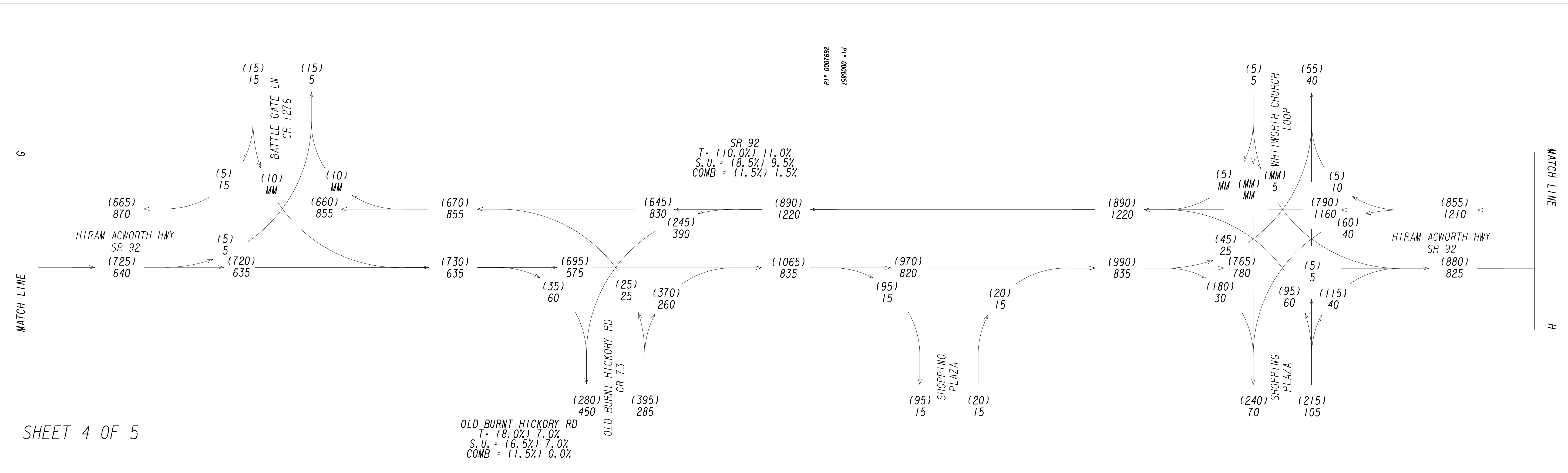
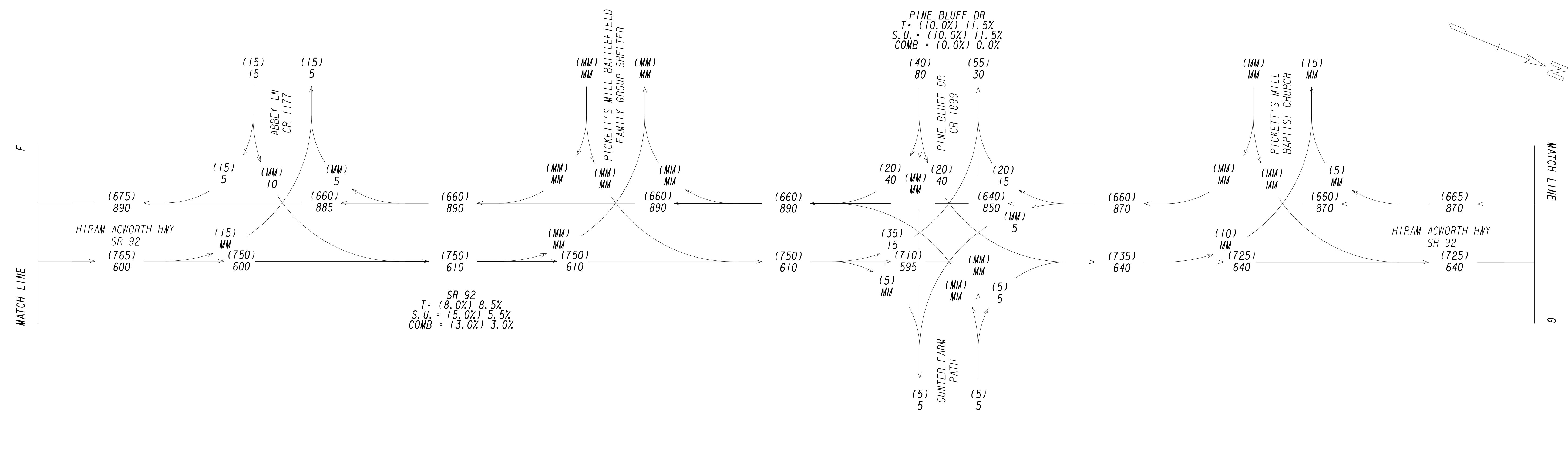
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2028 PM DHV = (000)
 2028 AM DHV = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0048	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 4 OF 5

CSSTP-0007-00(692)
 PI* 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

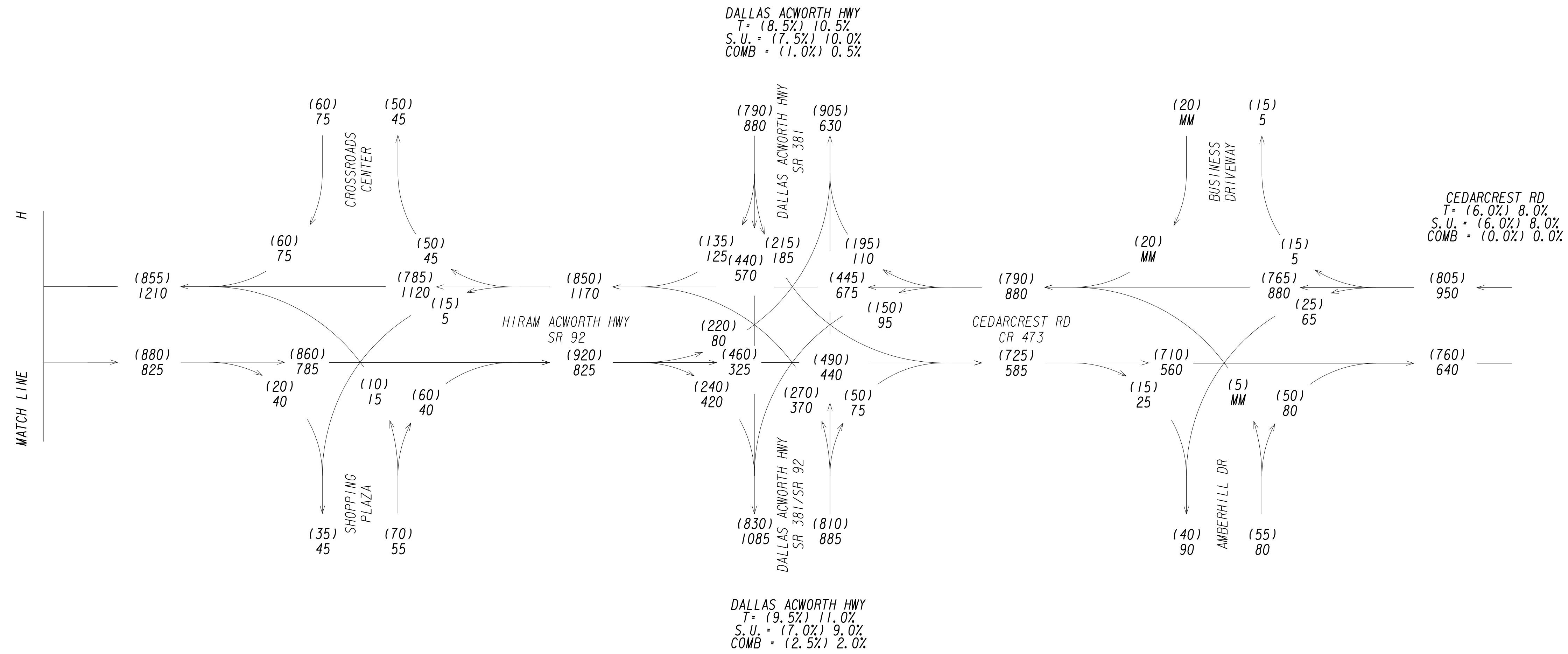
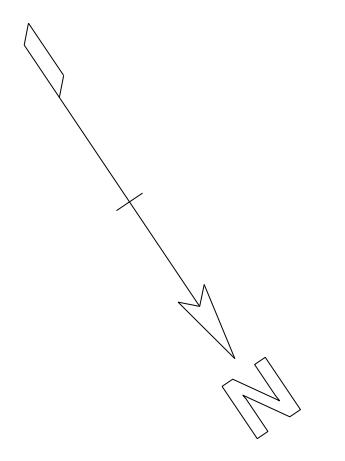
2028 PM DHV = (000)
 2028 AM DHV = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0049
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2028 PM DHV = (000)
2028 AM DHV = 000
NO BUILD



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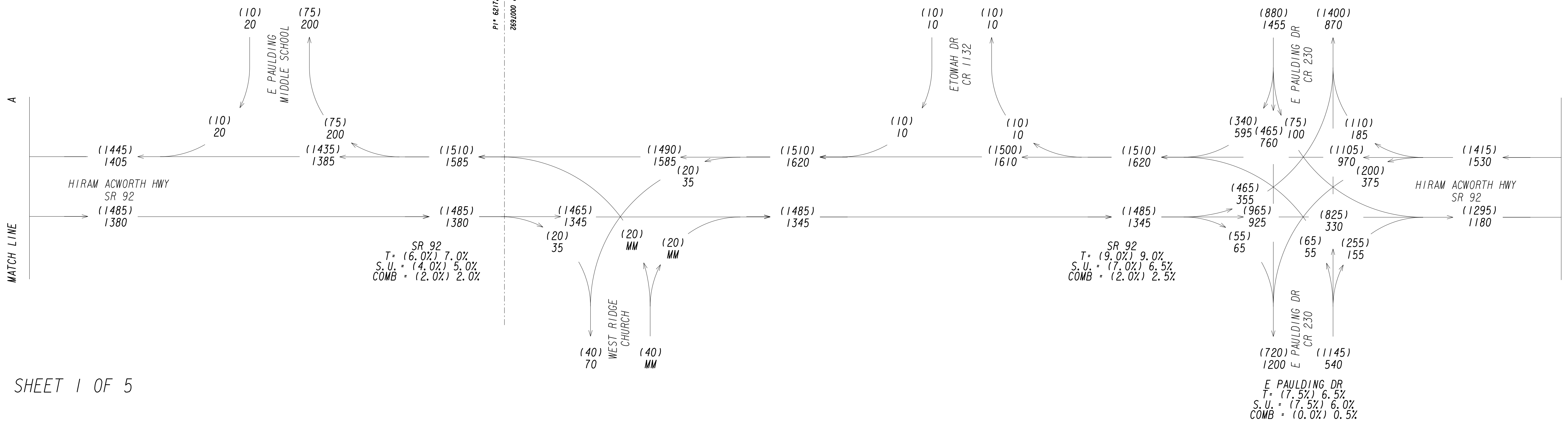
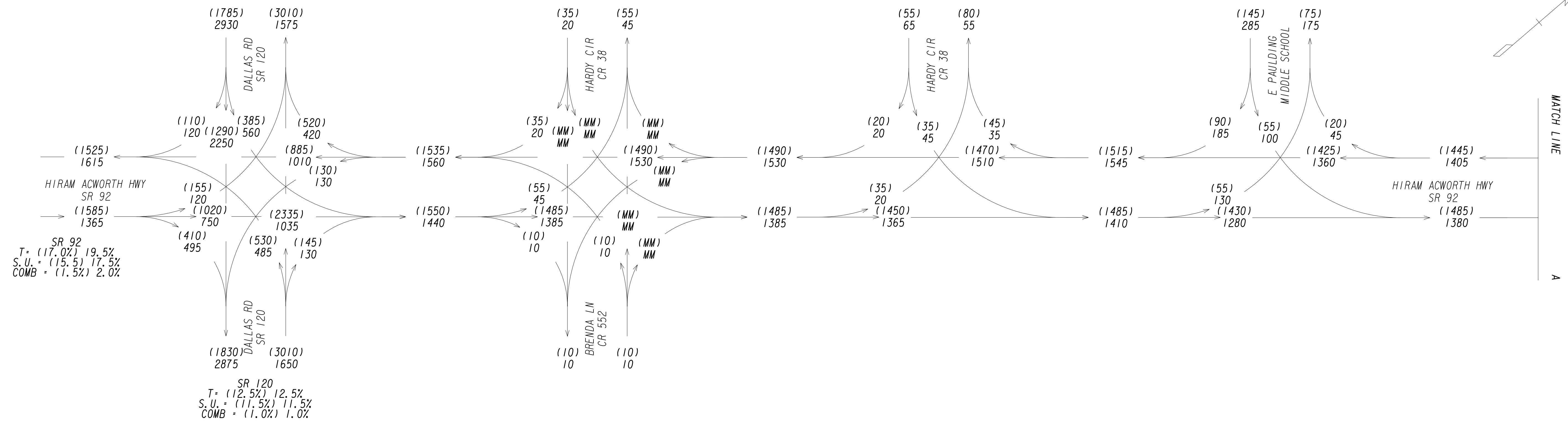
REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
BACKCHECKED:	AWC	DATE:	06/05/2017
CORRECTED:	CBL	DATE:	06/05/2017
VERIFIED:	AWC	DATE:	06/05/2017

DRAWING No.
10-0050



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

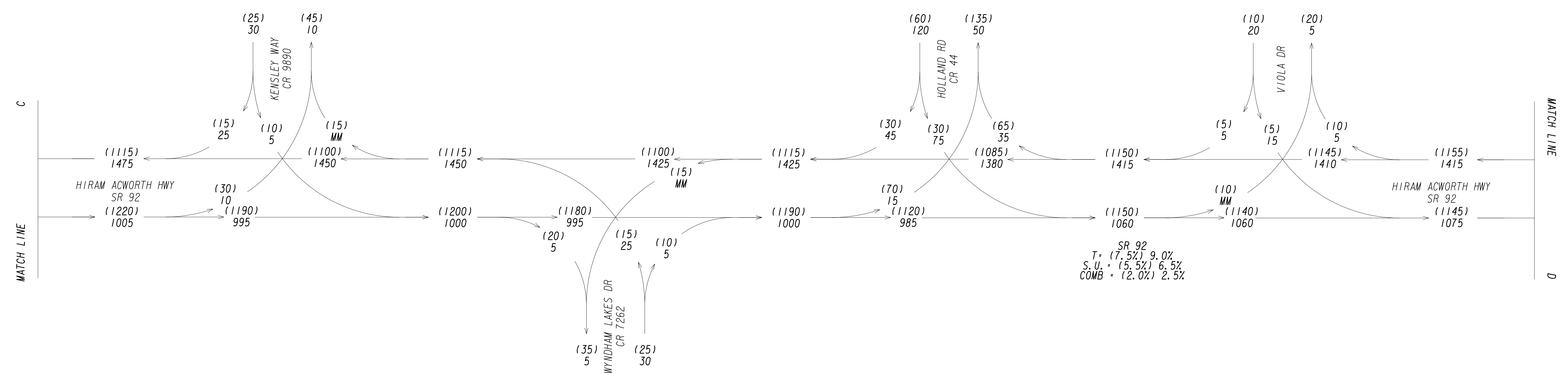
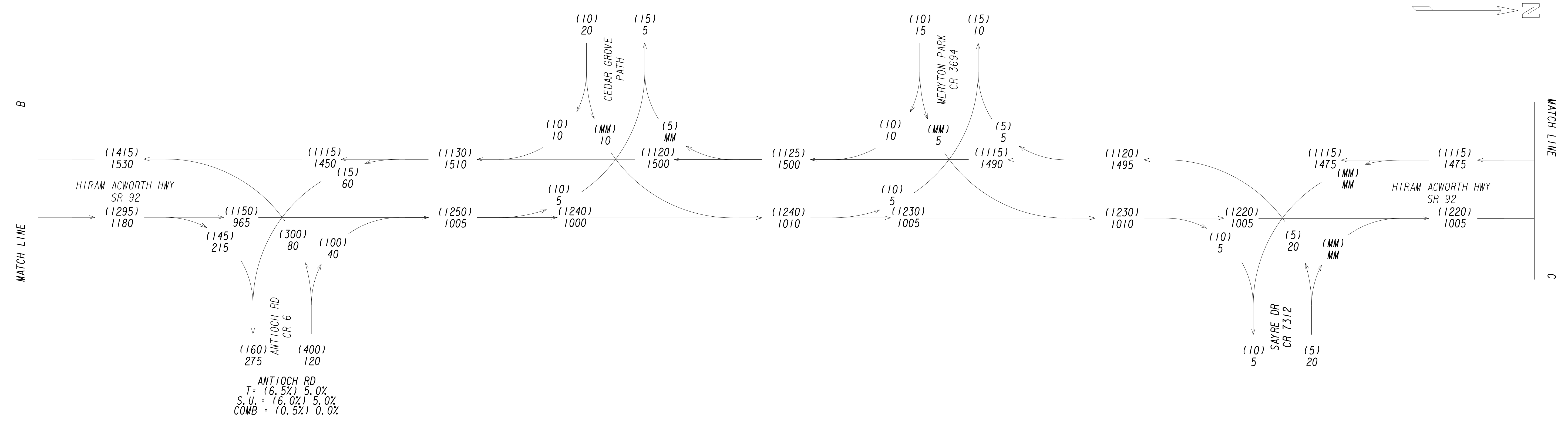
2048 PM DHV = (000)
 2048 AM DHV = 000
 NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0051
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

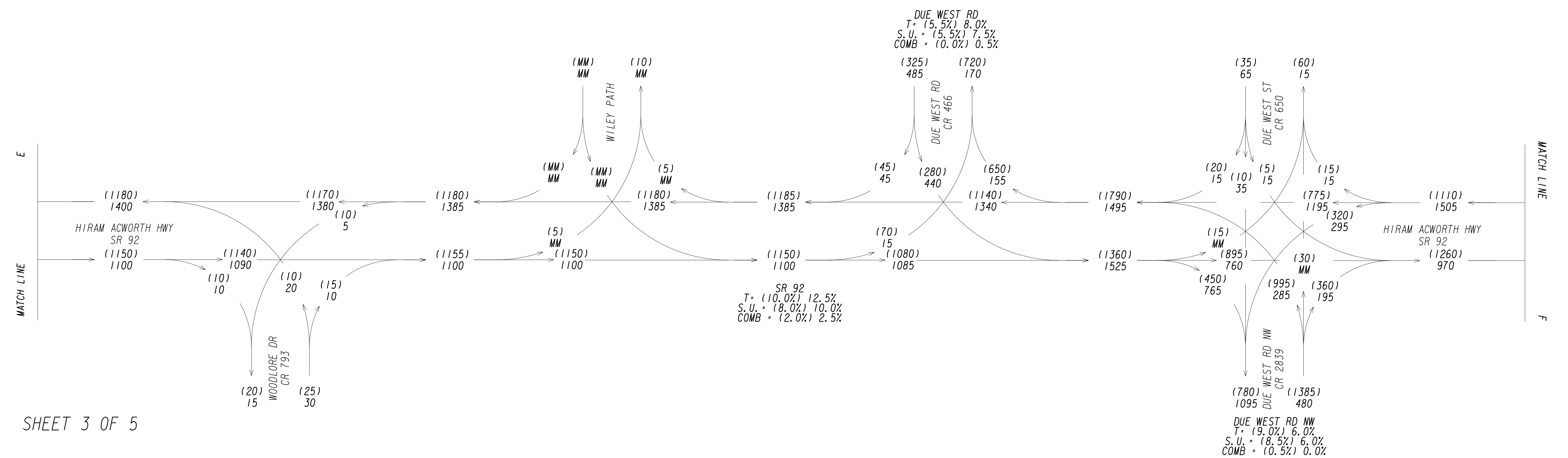
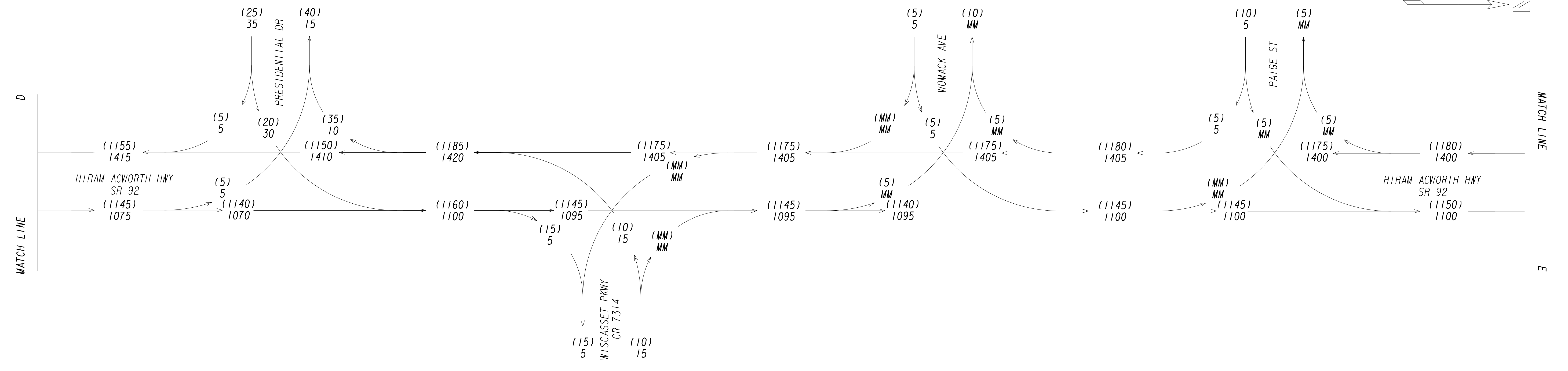
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REVISION DATES		

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

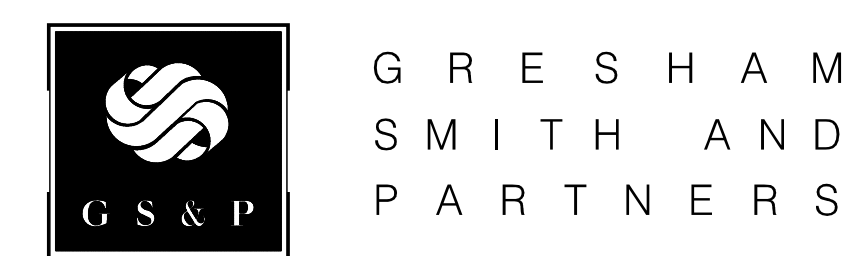
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CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

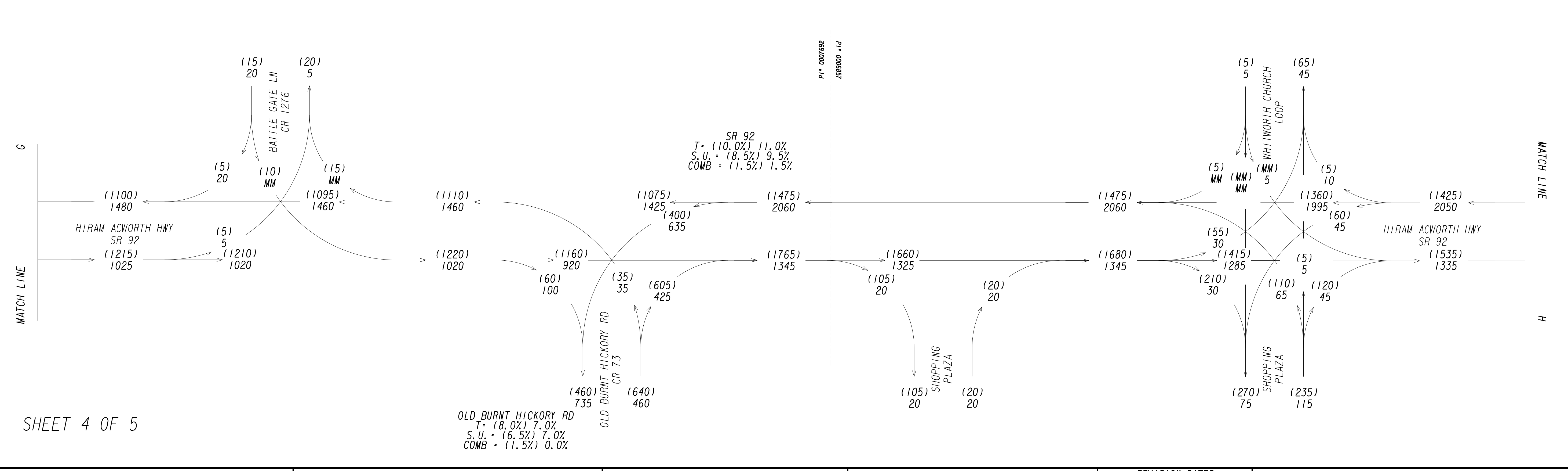
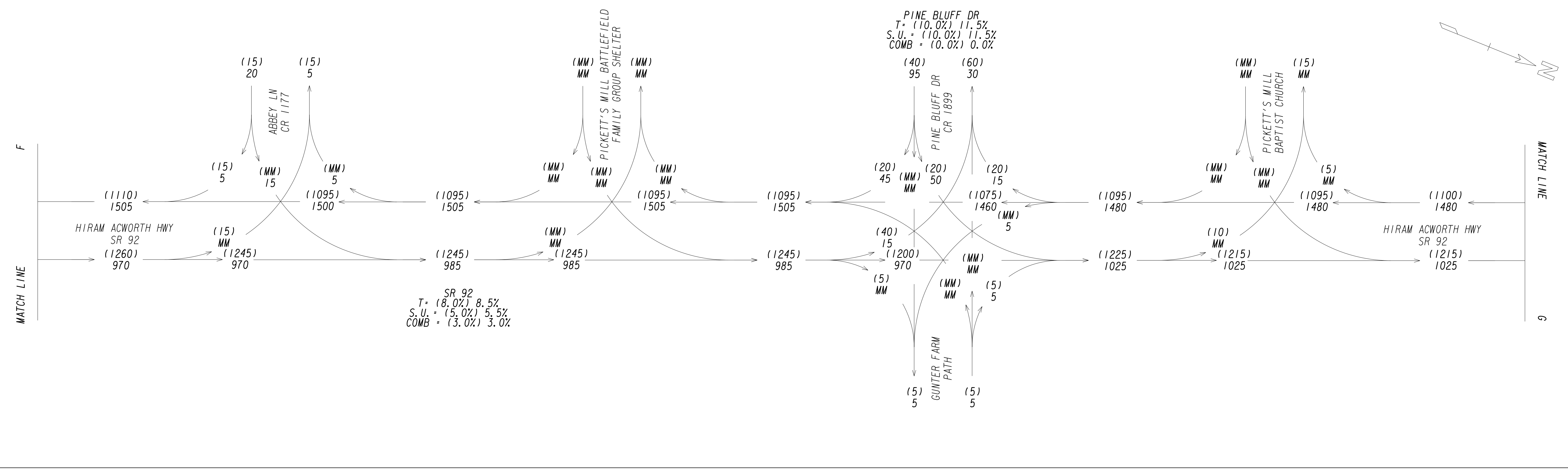
2048 PM DHV = (000)
2048 AM DHV = 000
NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0053
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 4 OF 5

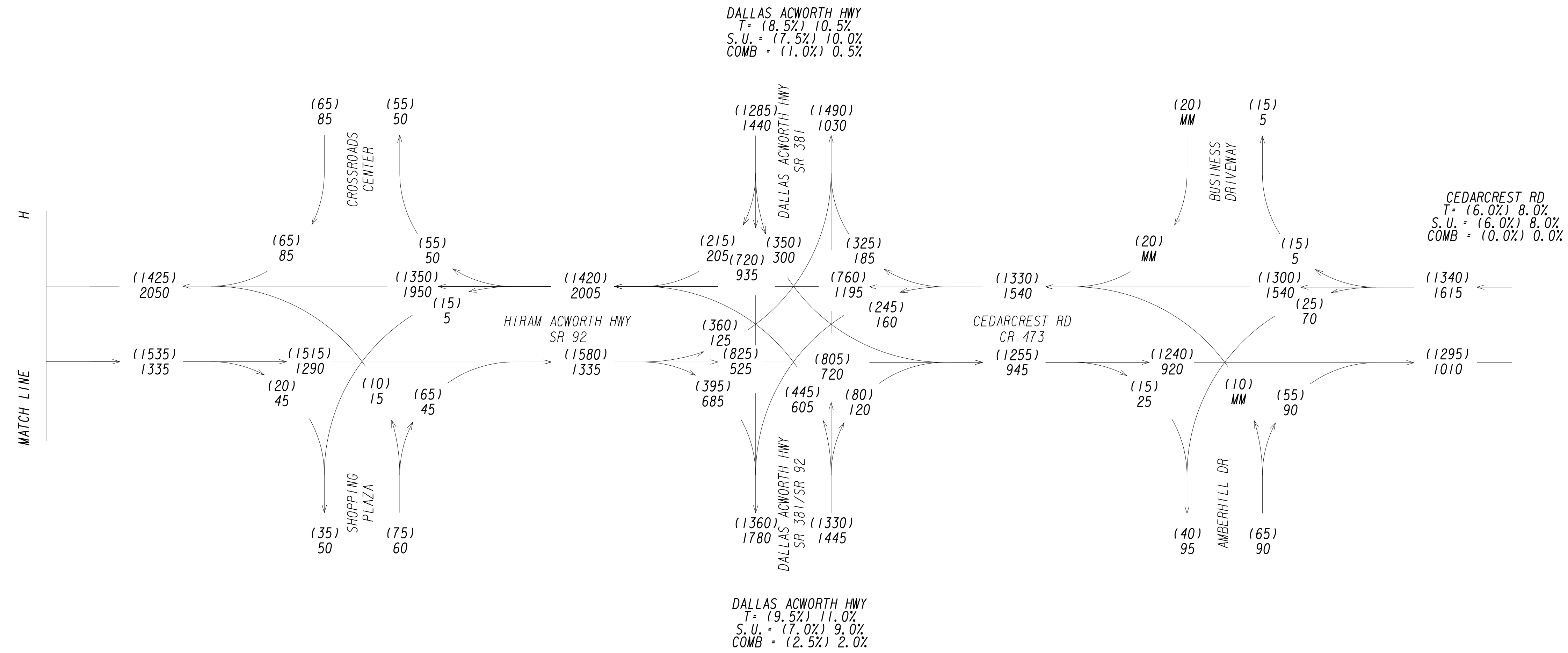
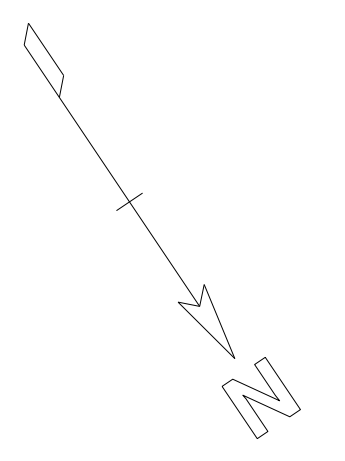
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 PM DHV = (000)
2048 AM DHV = 000
NO BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0054	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 PM DHV = (000)
2048 AM DHV = 000
NO BUILD



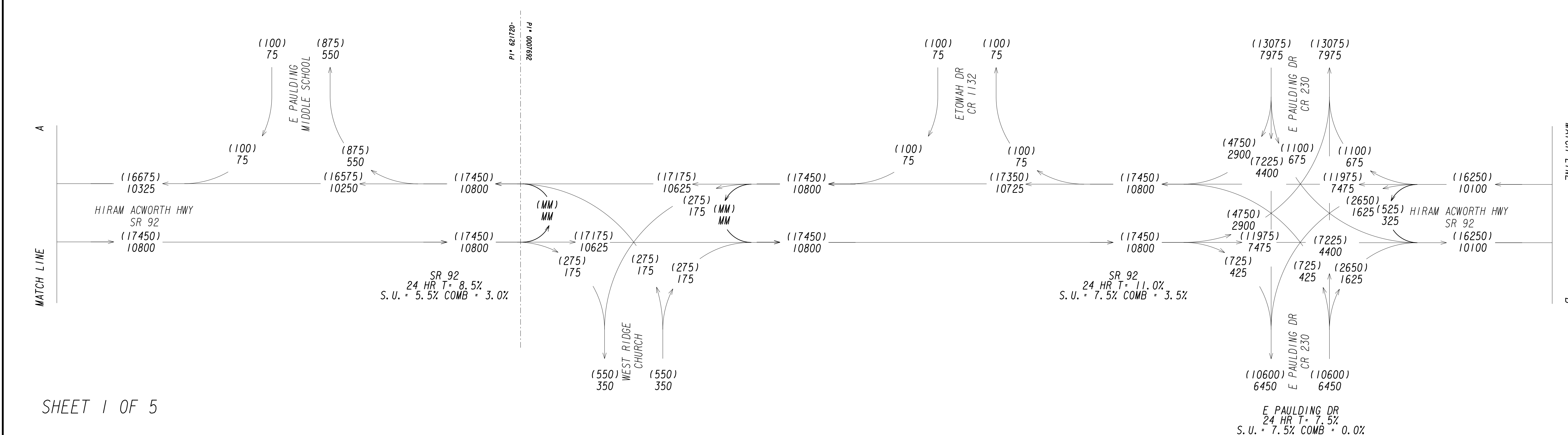
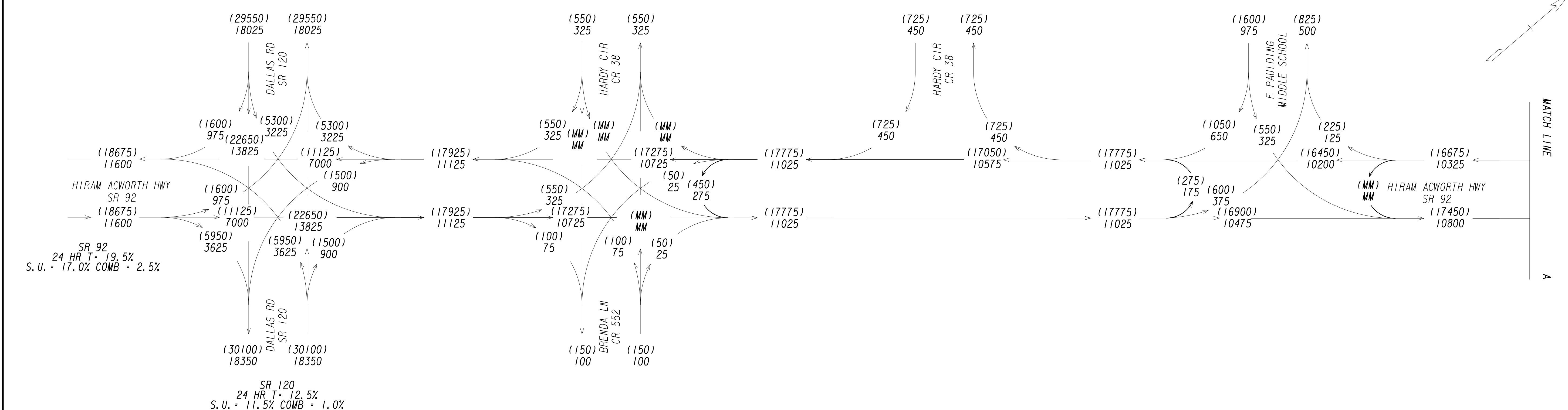
GRESHAM
SMITH AND
PARTNERS

REVISION DATES

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
BACKCHECKED:	AWC	DATE:	06/05/2017
CORRECTED:	CBL	DATE:	06/05/2017
VERIFIED:	AWC	DATE:	06/05/2017

DRAWING No.
10-0055



SHEET 1 OF 5

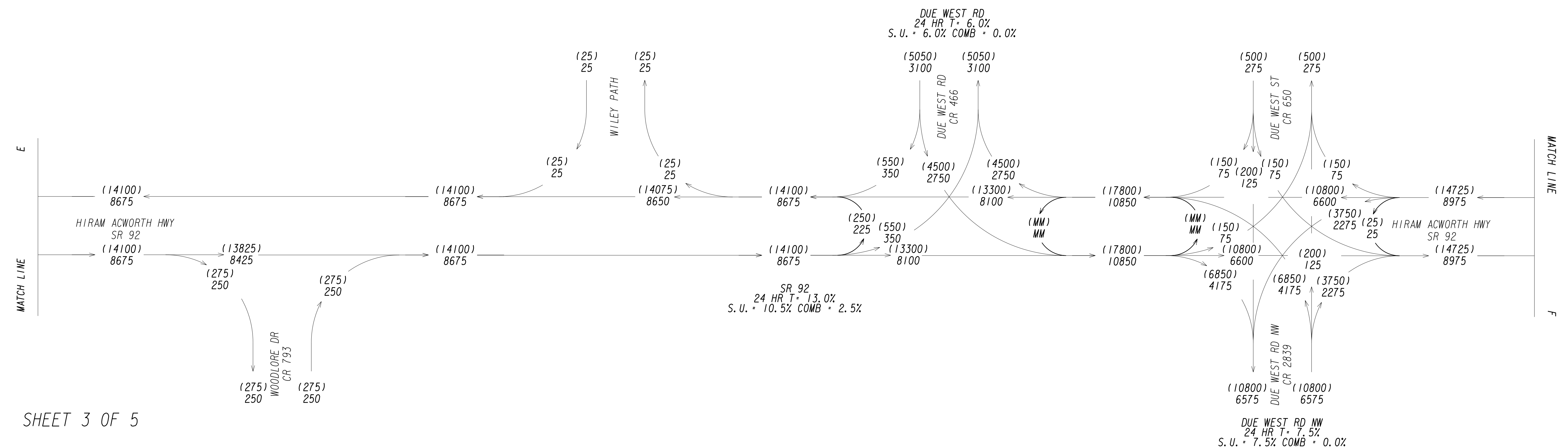
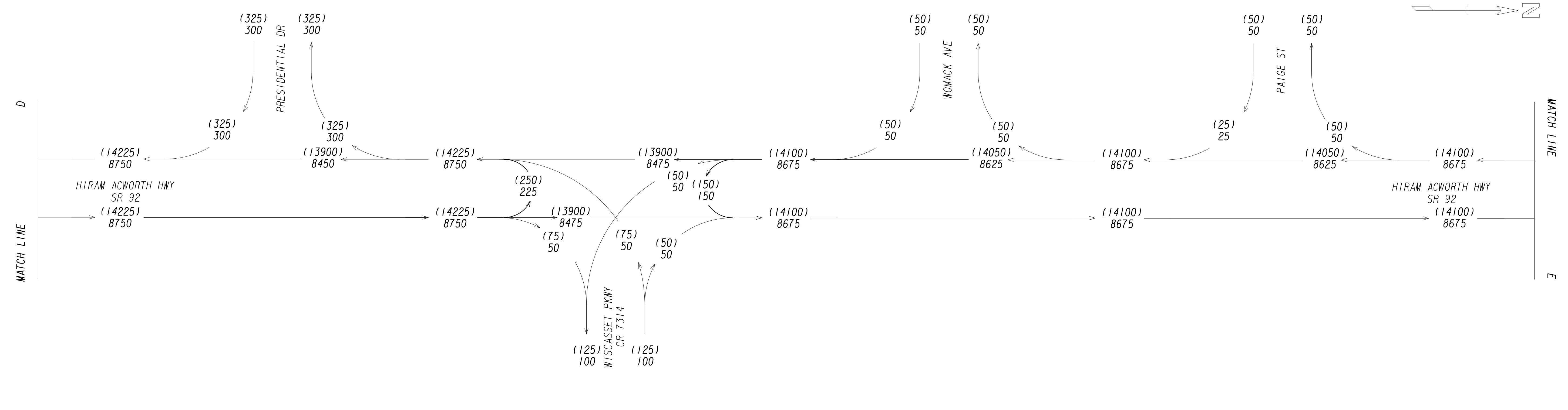
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2048 AADT = (000)
 2028 AADT = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0056	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 3 OF 5

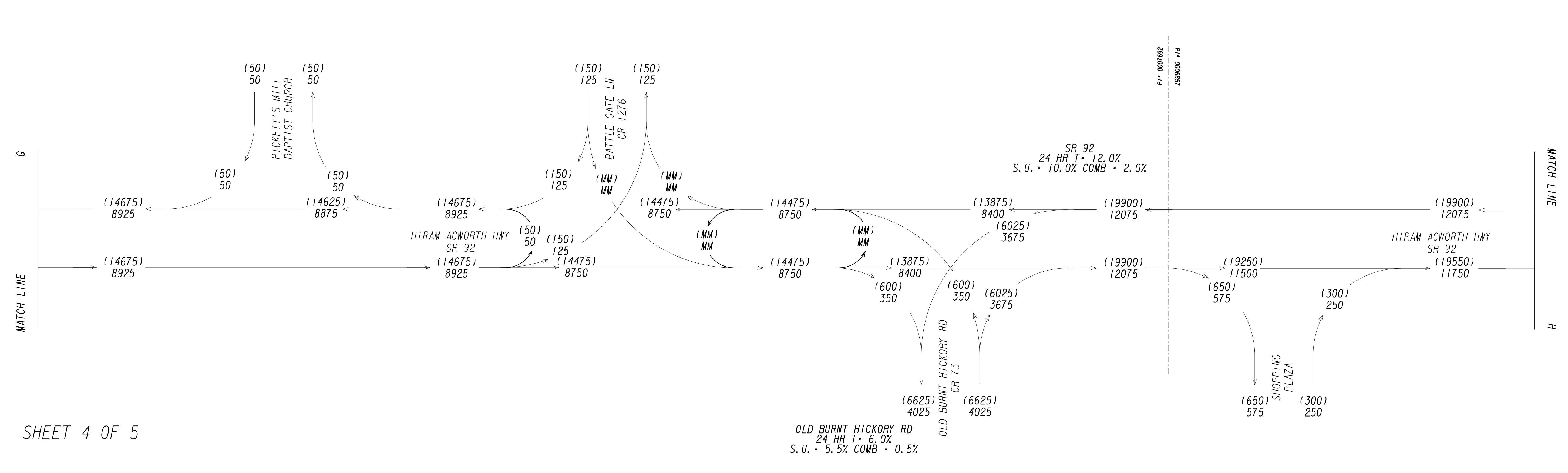
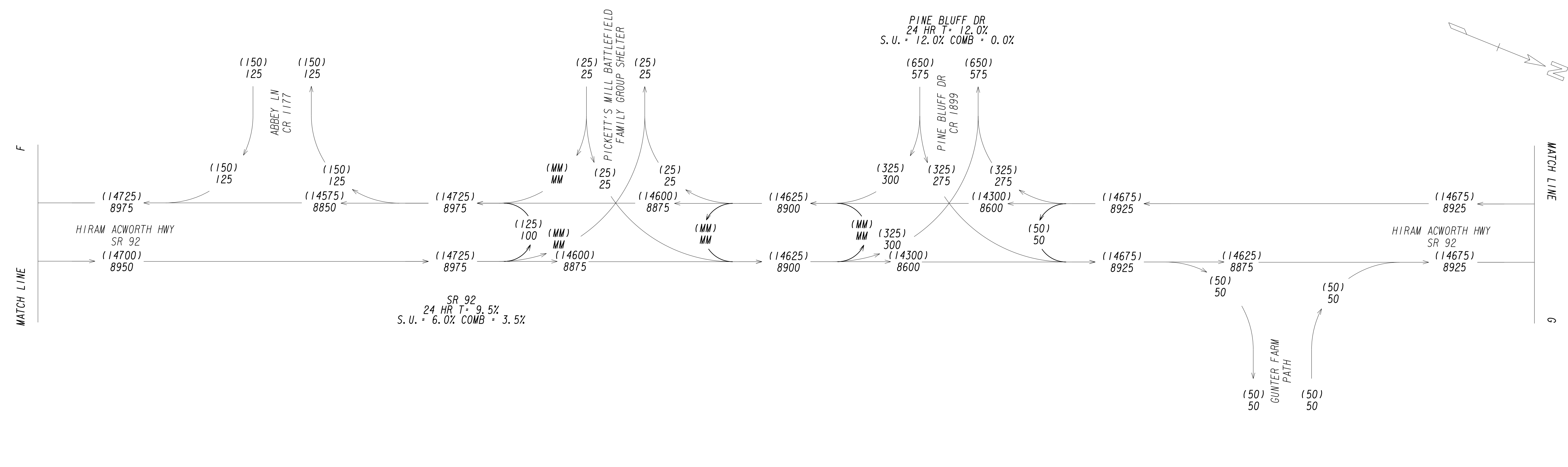
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2048 AADT = (000)
 2028 AADT = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0058	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 4 OF 5

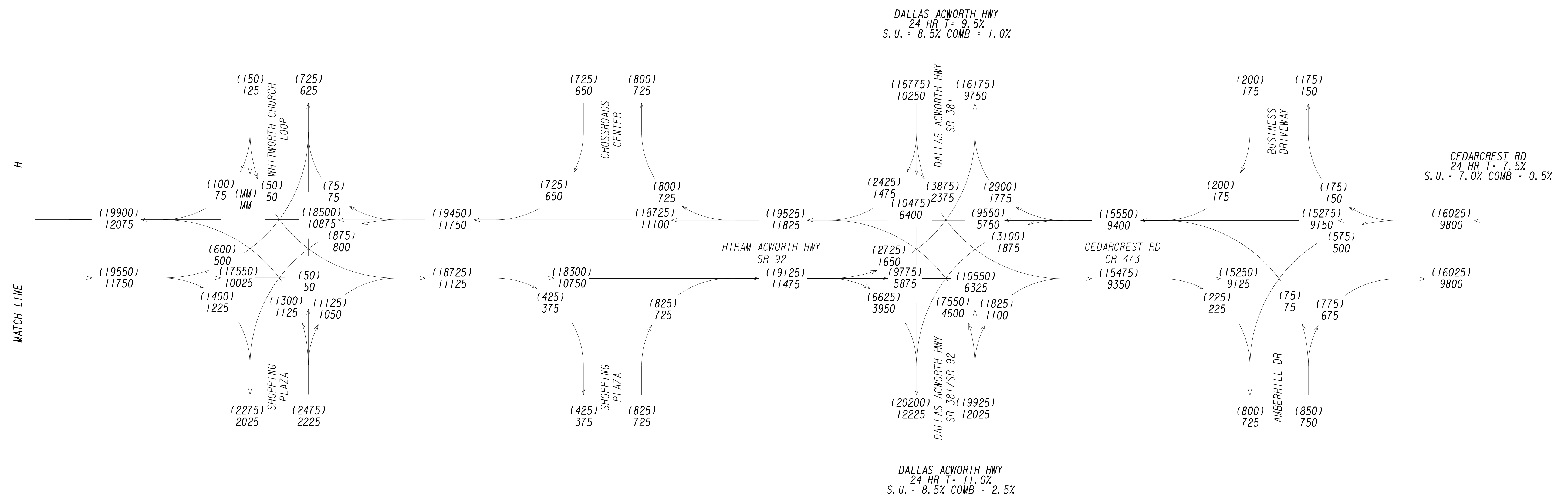
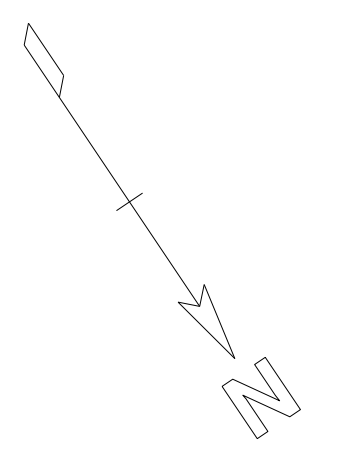
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 AADT = (000)
2028 AADT = 000
BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0059	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 AADT = (000)
2028 AADT = 000
BUILD



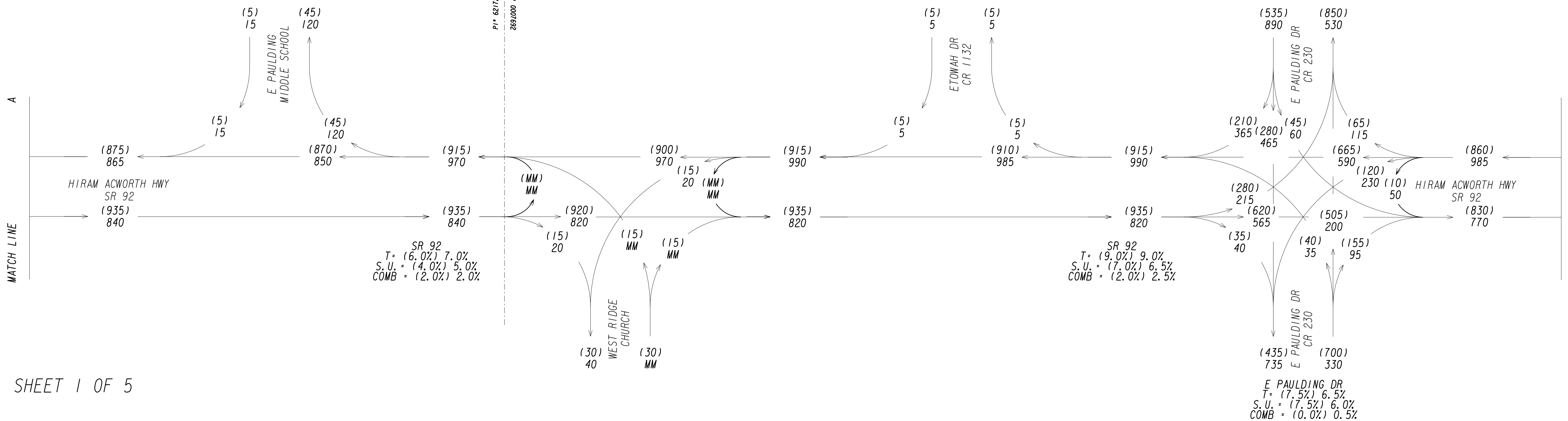
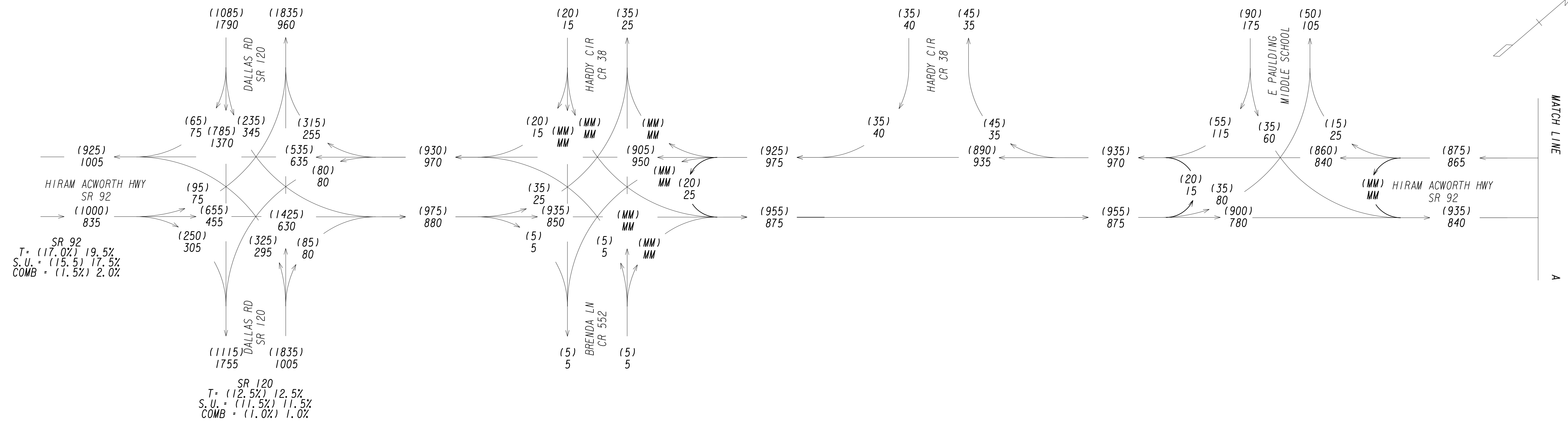
GRESHAM
SMITH AND
PARTNERS

REVISION DATES	

TRAFFIC DIAGRAM
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

CHECKED:	CBL	DATE:	06/05/2017
BACKCHECKED:	AWC	DATE:	06/05/2017
CORRECTED:	CBL	DATE:	06/05/2017
VERIFIED:	AWC	DATE:	06/05/2017

DRAWING No.
10-0060



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

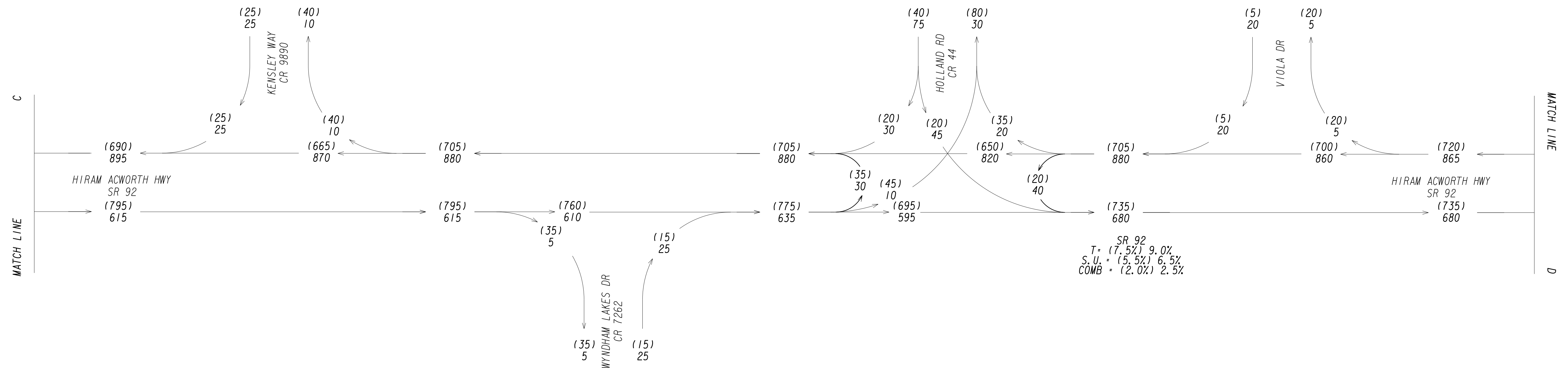
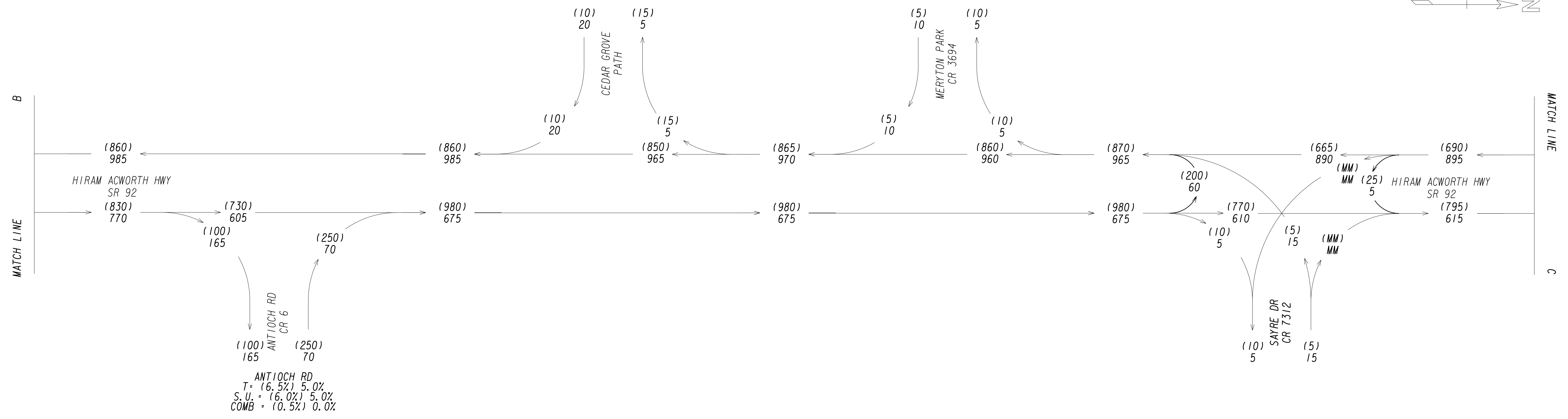
2028 PM DHV = (000)
 2028 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0061
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2028 PM DHV = (000)
 2028 AM DHV = 000
 BUILD



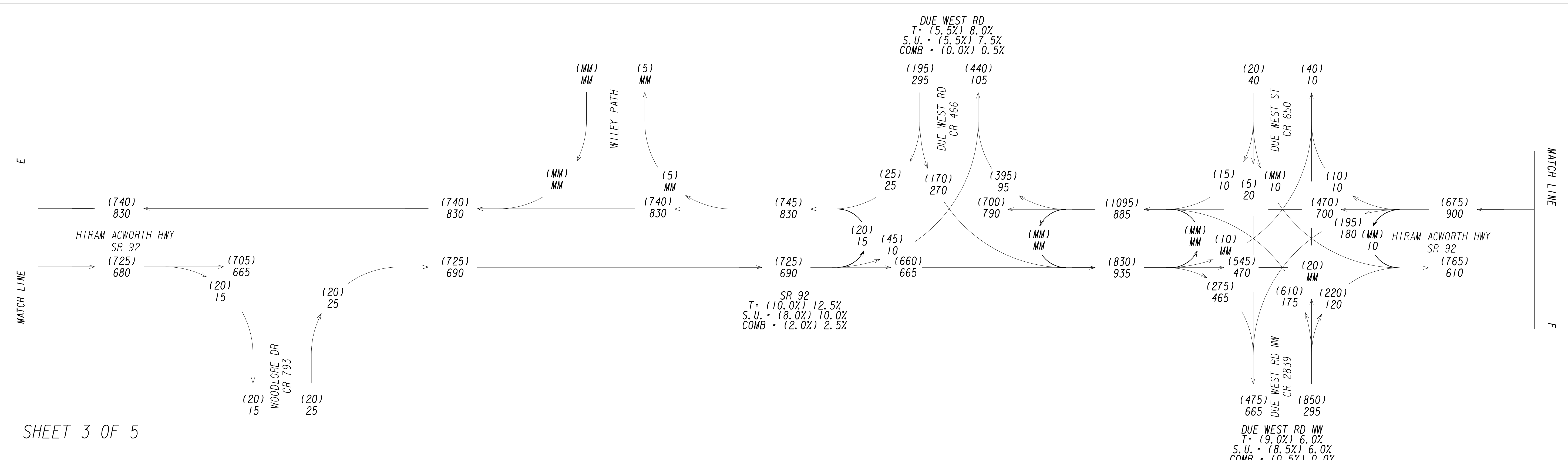
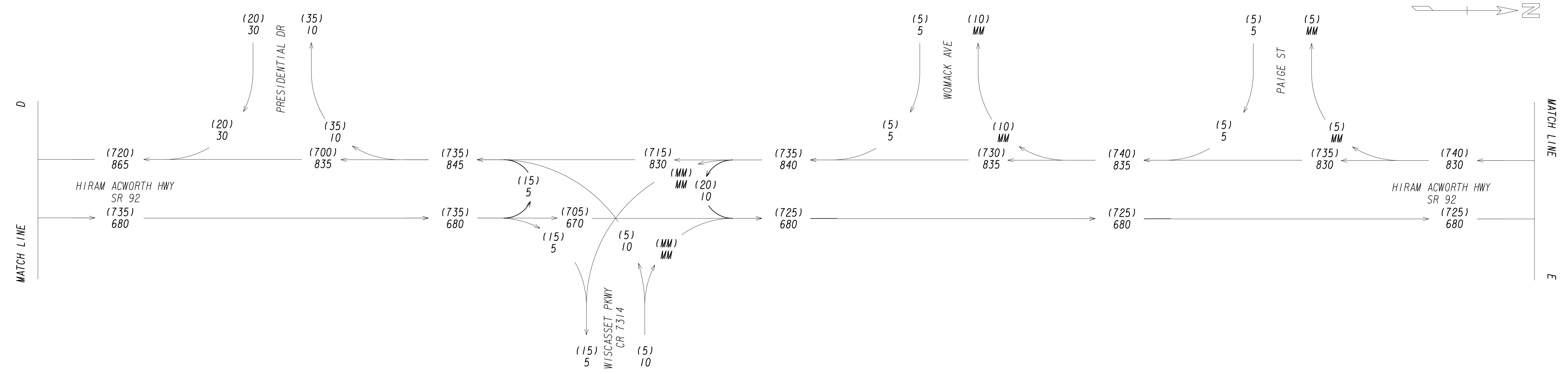
GRESHAM
 SMITH AND
 PARTNERS

REVISION DATES

NO.	DATE	DESCRIPTION

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0062
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 3 OF 5

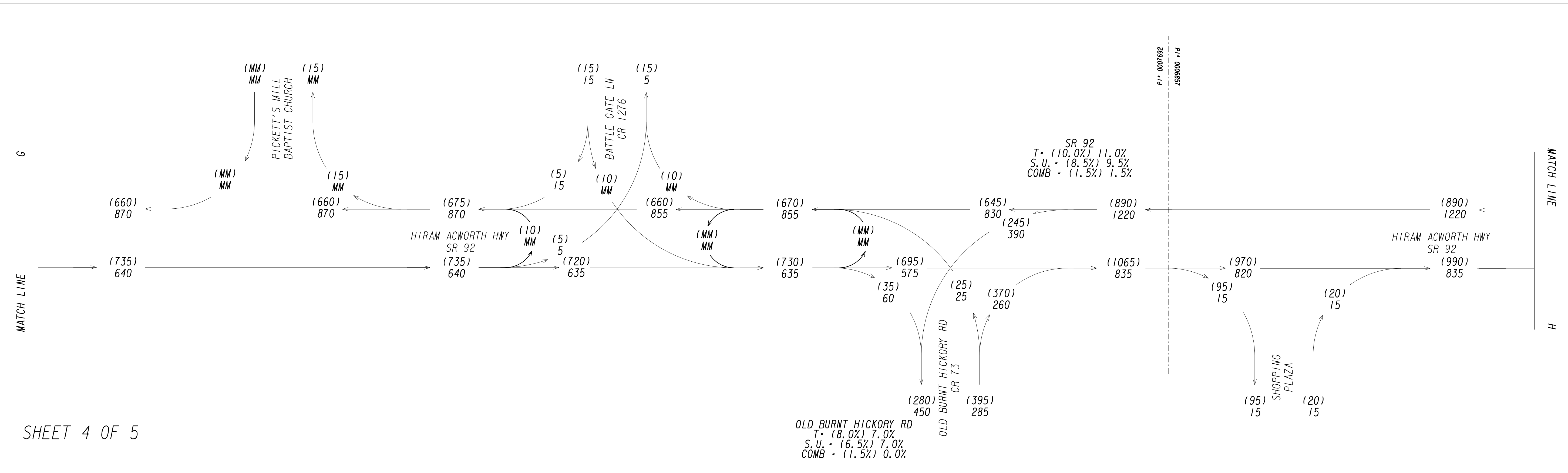
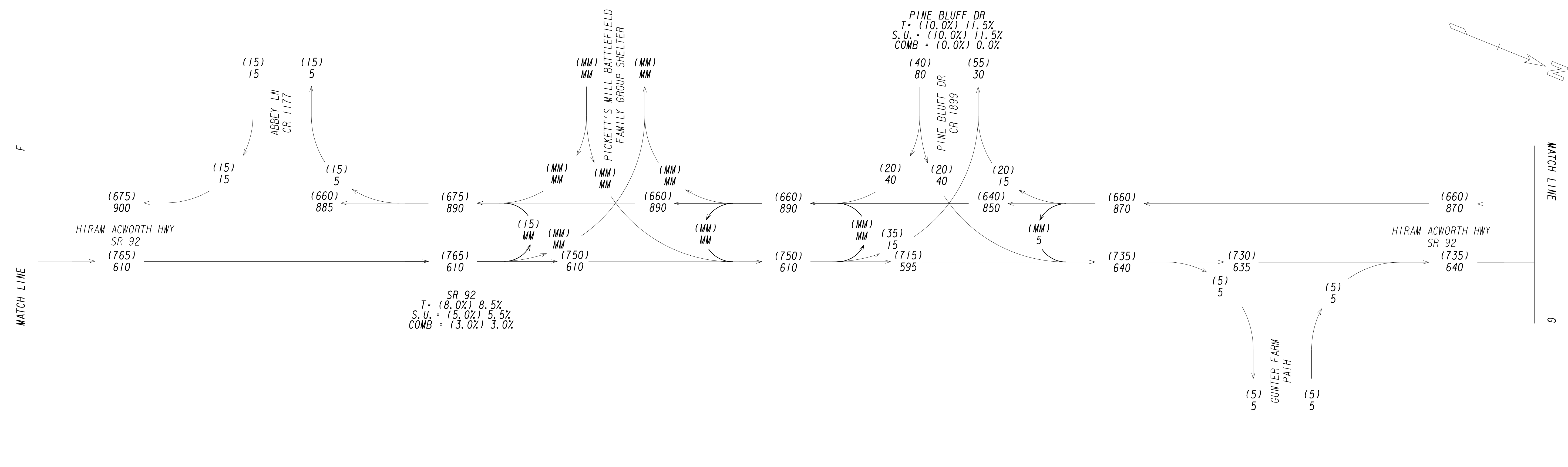
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2028 PM DHV = (000)
 2028 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0063	
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VERIFIED: AWC	DATE: 06/05/2017		



SHEET 4 OF 5

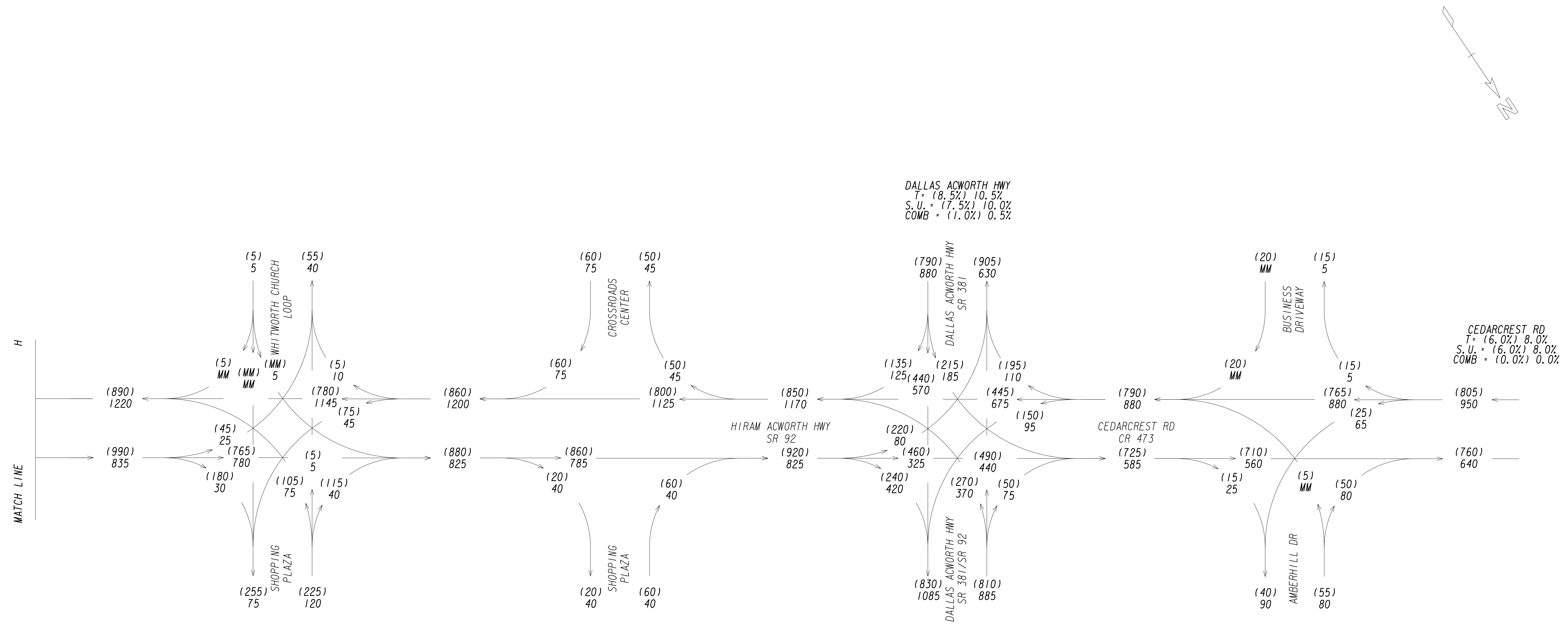
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2028 PM DHV = (000)
 2028 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0064	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

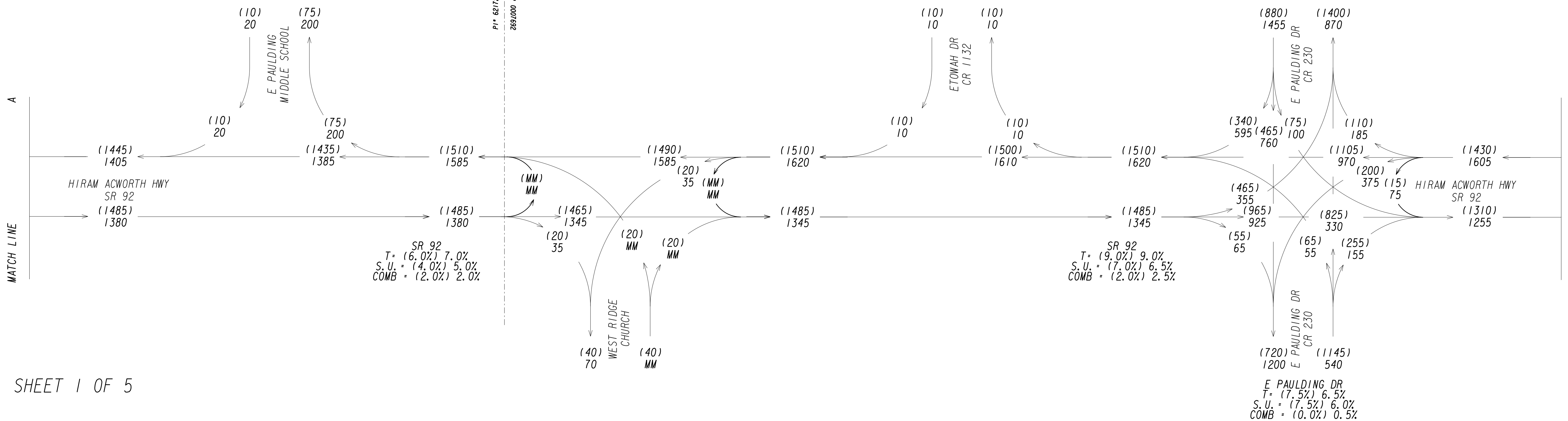
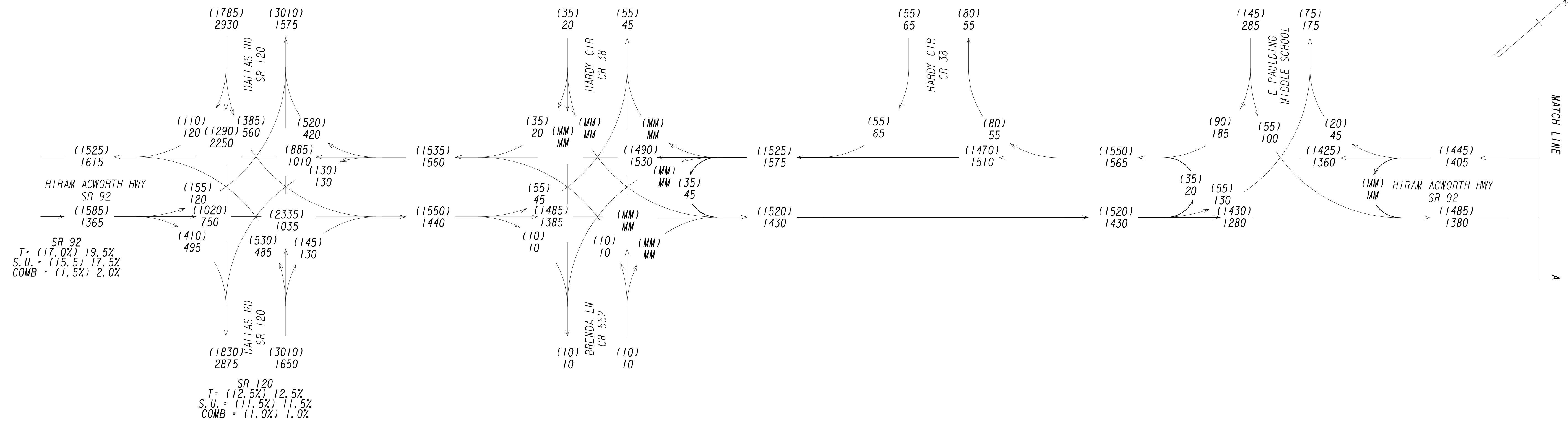
2028 PM DHV = (000)
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REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No. 10-0065
BACKCHECKED: AWC	DATE: 06/05/2017	
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 1 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

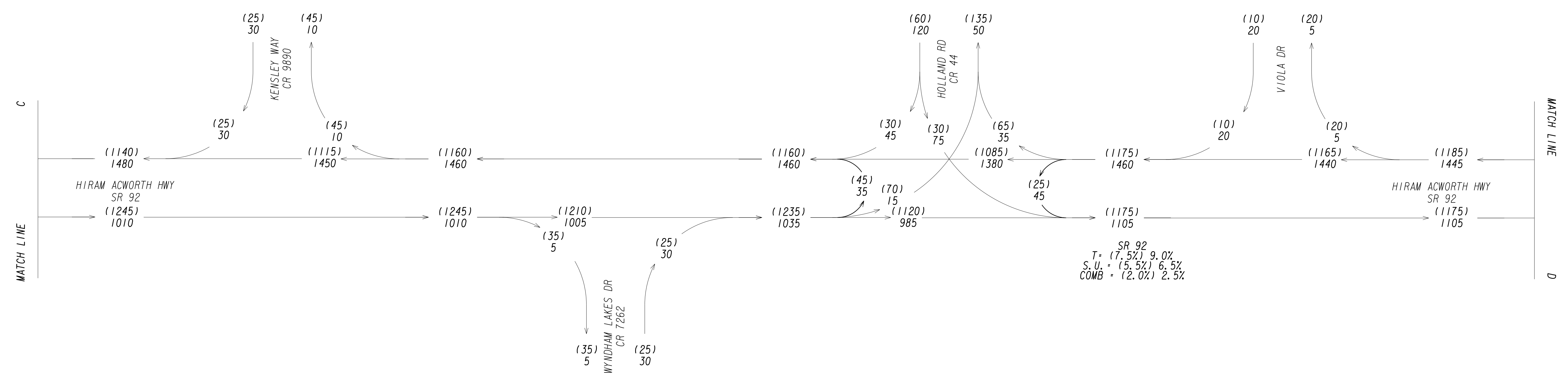
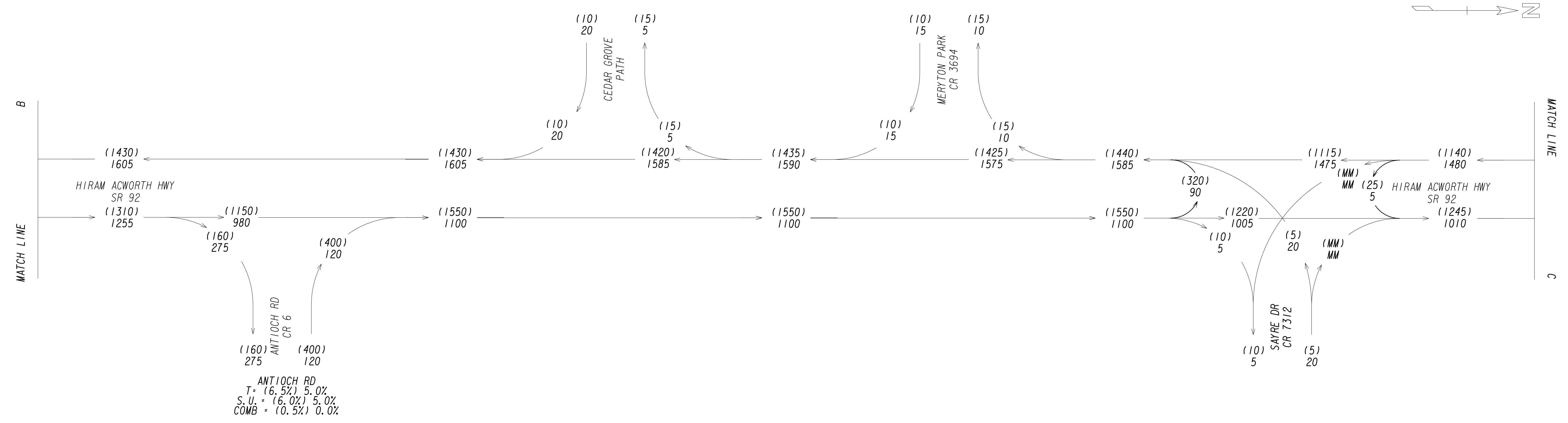
2048 PM DHV = (000)
 2048 AM DHV = 000
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REVISION DATES	

TRAFFIC DIAGRAM
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

CHECKED: CBL	DATE: 06/05/2017	DRAWING No.
BACKCHECKED: AWC	DATE: 06/05/2017	10-0066
CORRECTED: CBL	DATE: 06/05/2017	
VERIFIED: AWC	DATE: 06/05/2017	



SHEET 2 OF 5

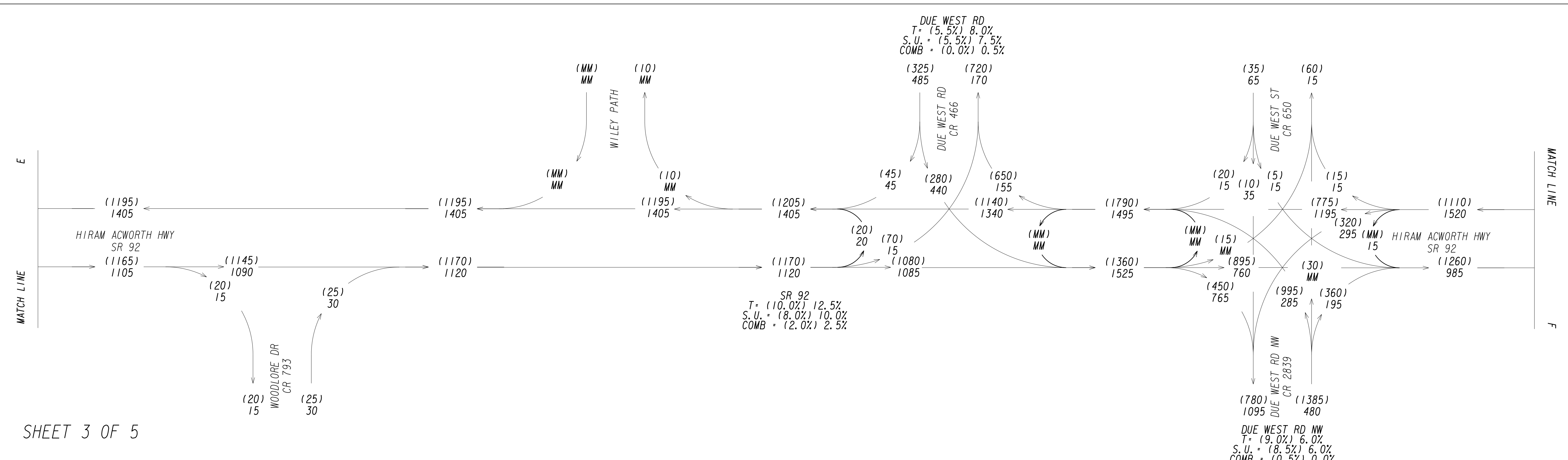
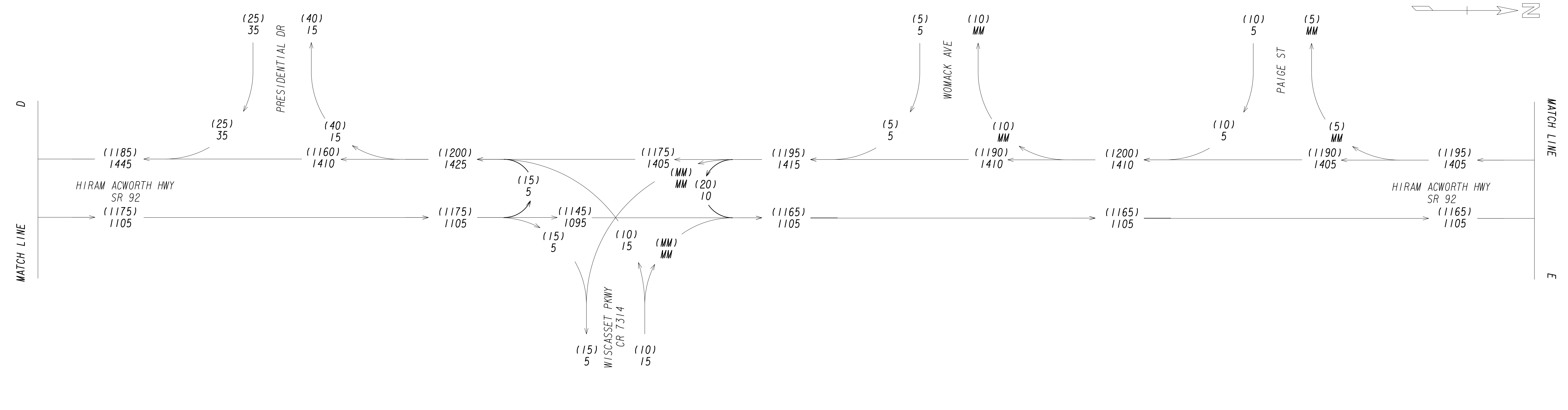
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2048 PM DHV = (000)
 2048 AM DHV = 000
 BUILD



REVISION DATES		

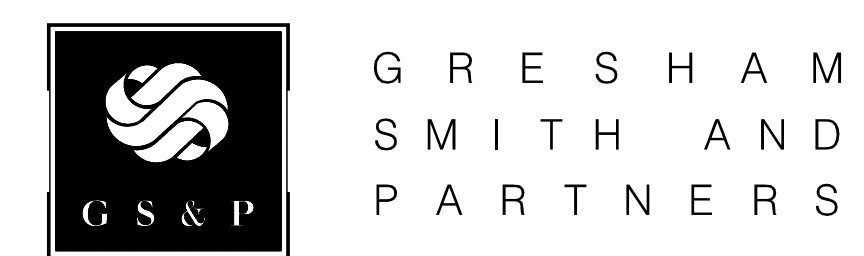
TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0067	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 3 OF 5

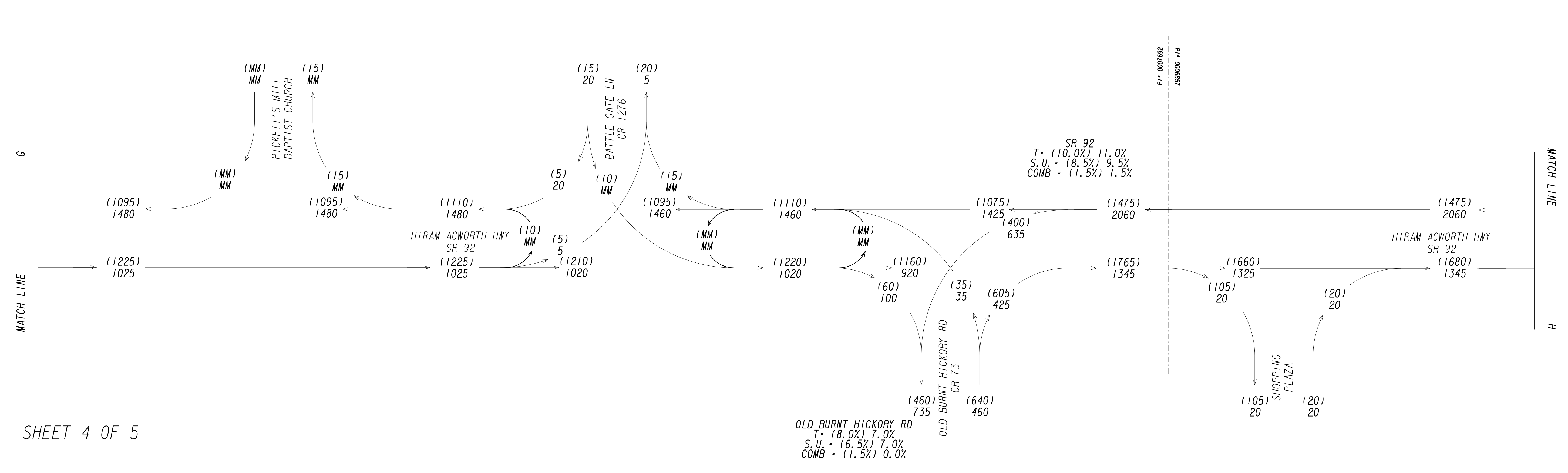
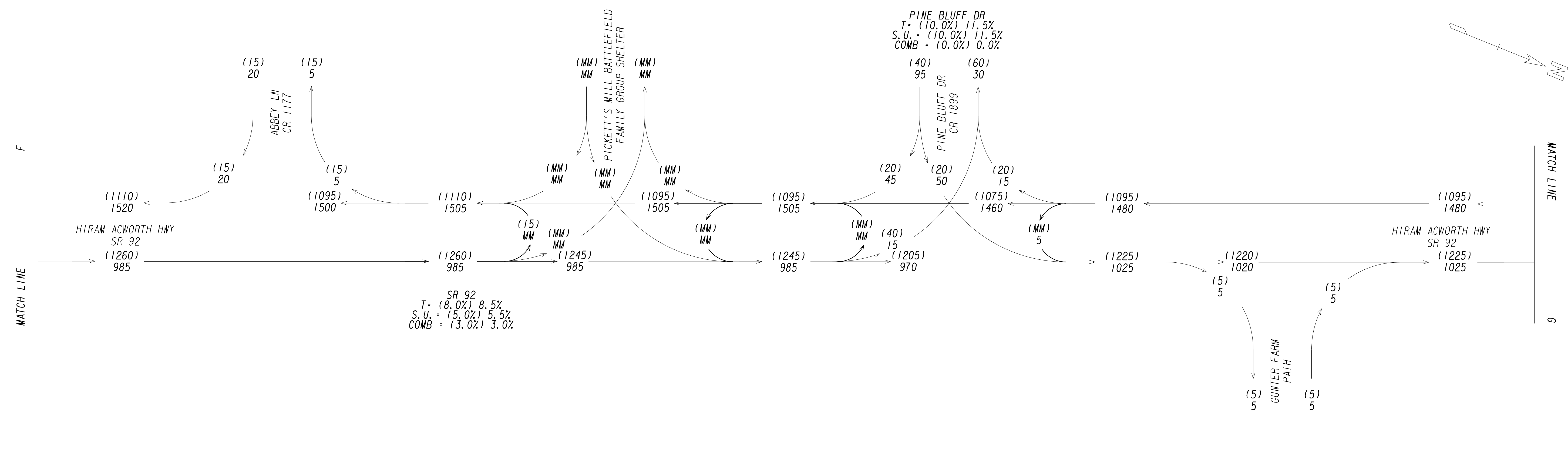
CSSTP-0007-00(692)
PI# 0007692
PAULDING COUNTY
SR 92 FM SR 120 TO
CR 473/CEDARCREST RD

2048 PM DHV = (000)
2048 AM DHV = 000
BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0068	
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VERIFIED: AWC	DATE: 06/05/2017		



SHEET 4 OF 5

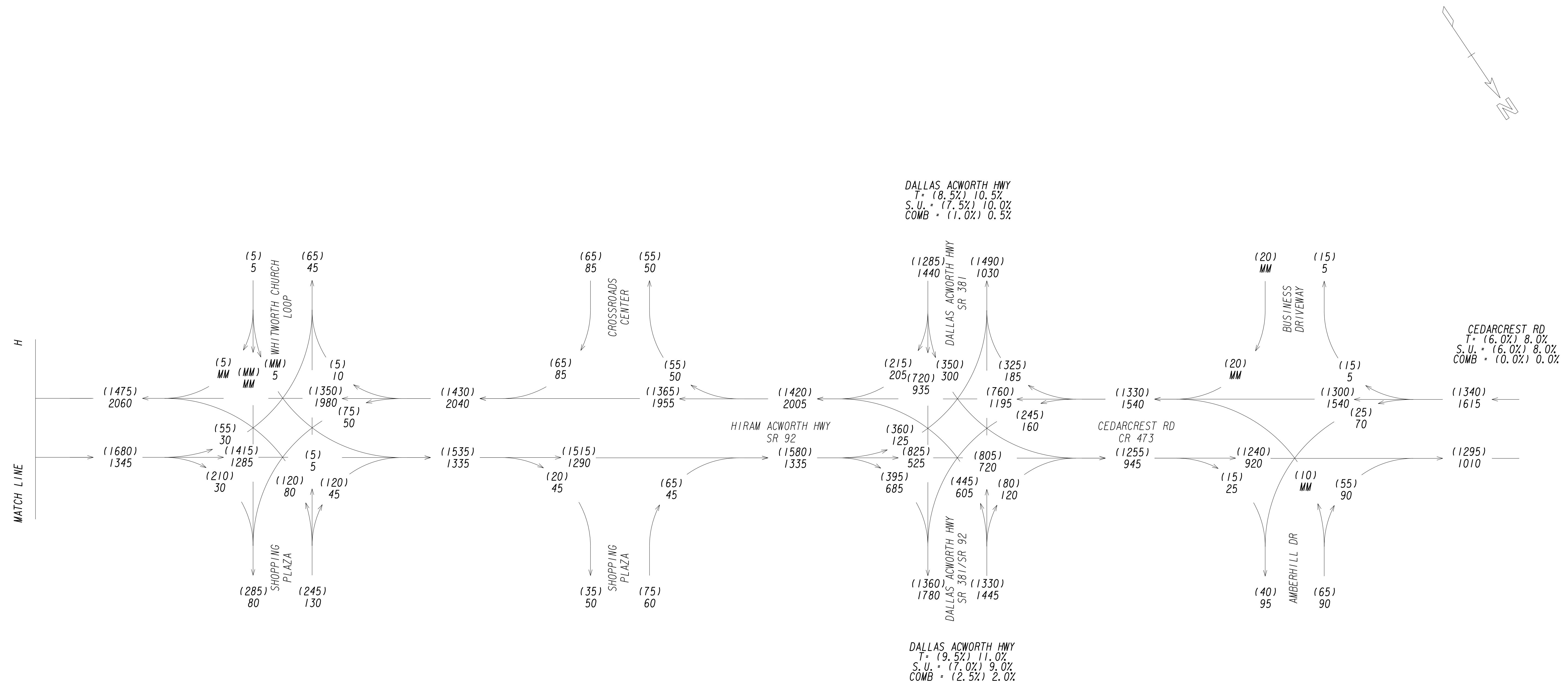
CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

2048 PM DHV = (000)
 2048 AM DHV = 000
 BUILD



REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0069	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		



SHEET 5 OF 5

CSSTP-0007-00(692)
 PI# 0007692
 PAULDING COUNTY
 SR 92 FM SR 120 TO
 CR 473/CEDARCREST RD

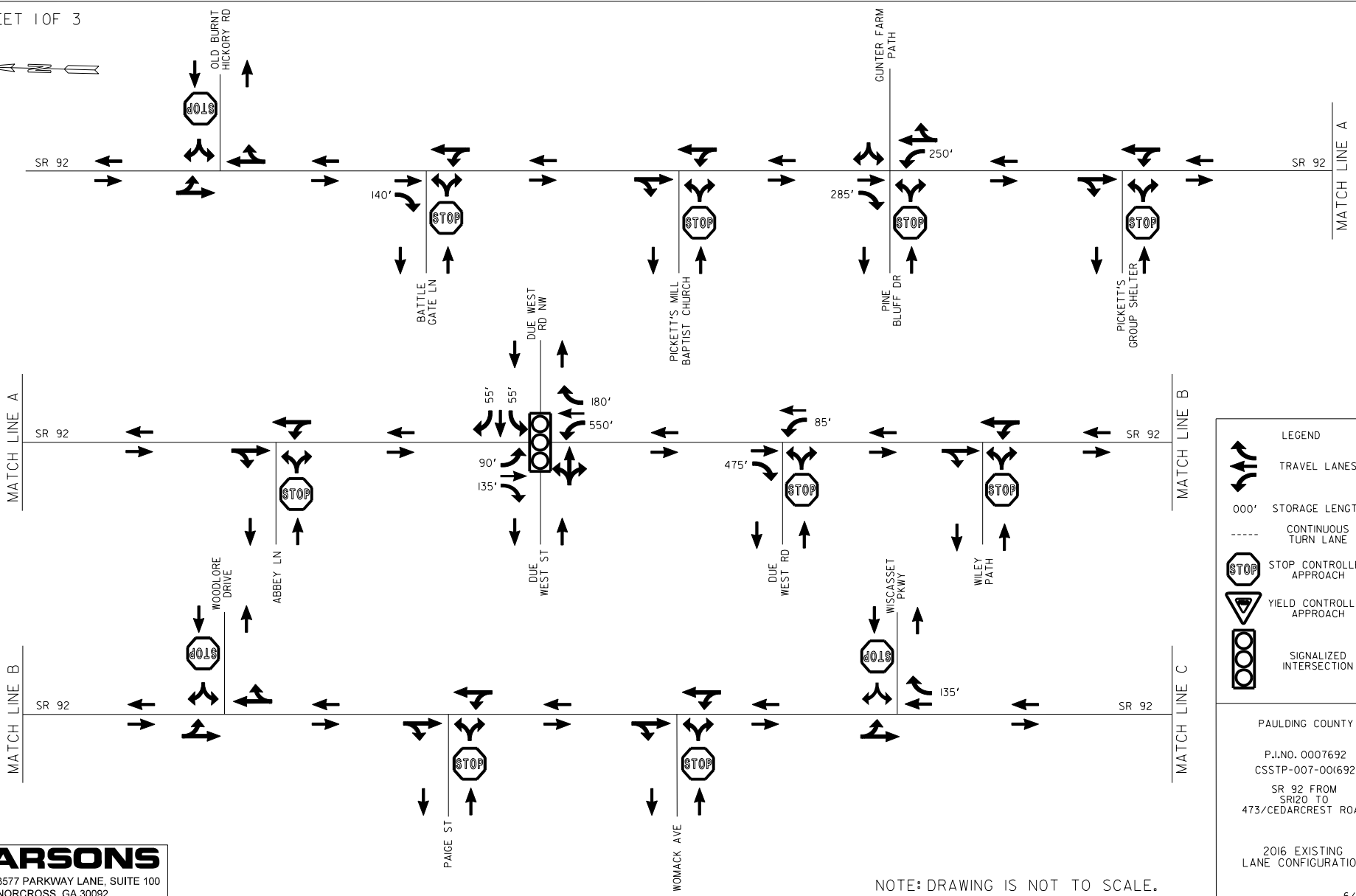
2048 PM DHV = (000)
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REVISION DATES	

TRAFFIC DIAGRAM			
SR 92 FM SR 120 TO			
CR 473/CEDARCREST RD			
CHECKED: CBL	DATE: 06/05/2017	DRAWING No.	
BACKCHECKED: AWC	DATE: 06/05/2017	10-0070	
CORRECTED: CBL	DATE: 06/05/2017		
VERIFIED: AWC	DATE: 06/05/2017		

APPENDIX B
Lane Configurations – Existing & Proposed

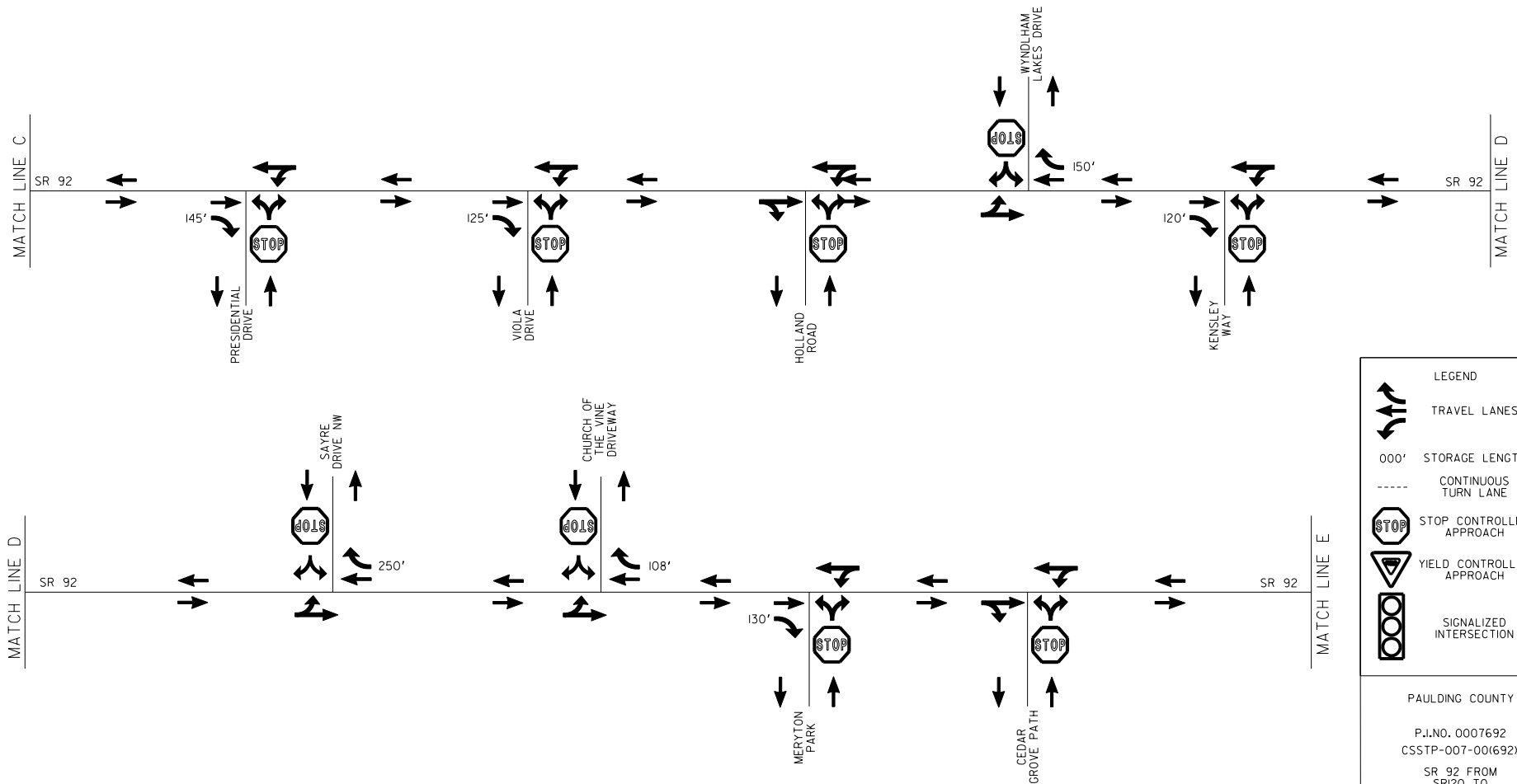


LEGEND	
	TRAVEL LANES
000'	STORAGE LENGTH
---	CONTINUOUS TURN LANE
	STOP CONTROLLED APPROACH
	YIELD CONTROLLED APPROACH
	SIGNALIZED INTERSECTION

PAULDING COUNTY
 P.I.NO. 0007692
 CSSTP-007-00(692)
 SR 92 FROM
 SR120 TO
 473/CEDARCREST ROAD
 2016 EXISTING
 LANE CONFIGURATION

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOTE: DRAWING IS NOT TO SCALE.

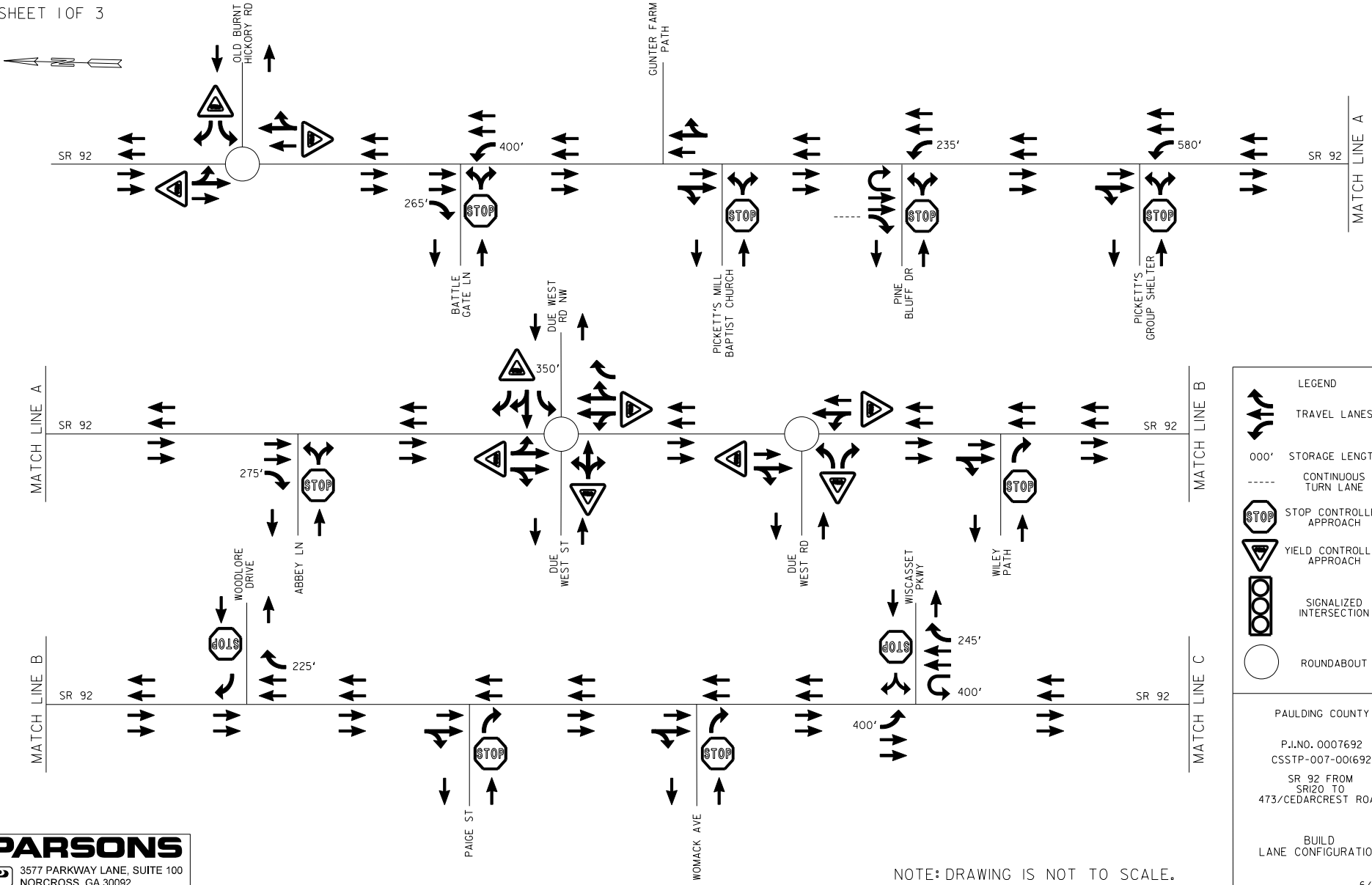


LEGEND	
	TRAVEL LANES
000'	STORAGE LENGTH
----	CONTINUOUS TURN LANE
	STOP CONTROLLED APPROACH
	YIELD CONTROLLED APPROACH
	SIGNALIZED INTERSECTION

PAULDING COUNTY
 P.I.NO. 0007692
 CSSTP-007-00(692)
 SR 92 FROM
 SR120 TO
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 2016 EXISTING
 LANE CONFIGURATION

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOTE: DRAWING IS NOT TO SCALE.

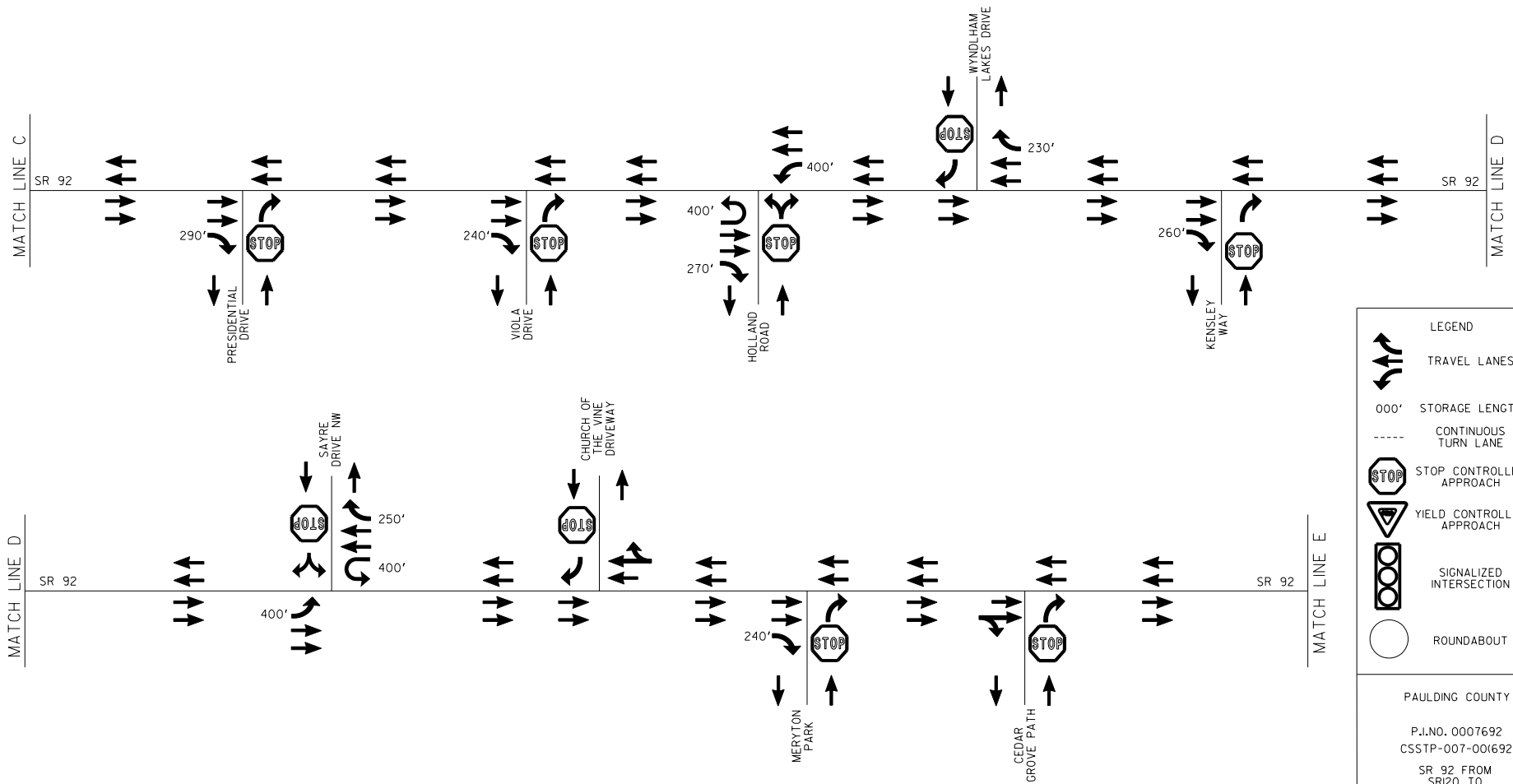


LEGEND	
	TRAVEL LANES
000'	STORAGE LENGTH
	CONTINUOUS TURN LANE
	STOP CONTROLLED APPROACH
	YIELD CONTROLLED APPROACH
	SIGNALIZED INTERSECTION
	ROUNDBOULT

PAULDING COUNTY
 P.I.NO. 0007692
 CSSTP-007-00(692)
 SR 92 FROM
 SR120 TO
 473/CEDARCREST ROAD
 BUILD
 LANE CONFIGURATION

PARSONS
 3577 PARKWAY LANE, SUITE 100
 NORCROSS, GA 30092

NOTE: DRAWING IS NOT TO SCALE.

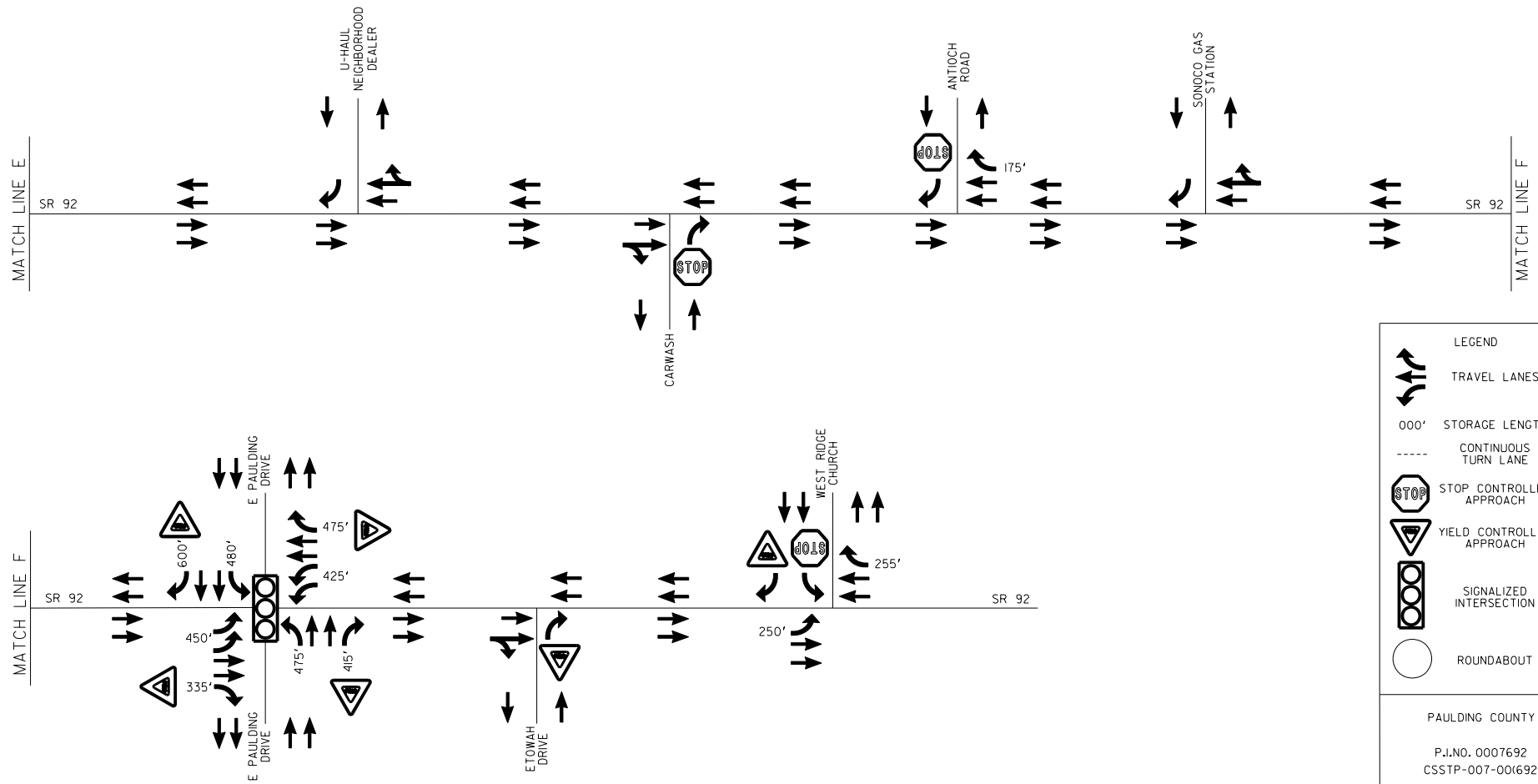


LEGEND	
	TRAVEL LANES
	000' STORAGE LENGTH
	CONTINUOUS TURN LANE
	STOP CONTROLLED APPROACH
	YIELD CONTROLLED APPROACH
	SIGNALIZED INTERSECTION
	ROUNDBOUT

PAULDING COUNTY
 P.I.NO. 0007692
 CSSTP-007-00(692)
 SR 92 FROM
 SR120 TO
 473/CEDARCREST ROAD
 BUILD
 LANE CONFIGURATION



NOTE: DRAWING IS NOT TO SCALE.



LEGEND	
	TRAVEL LANES
000'	STORAGE LENGTH
---	CONTINUOUS TURN LANE
	STOP CONTROLLED APPROACH
	YIELD CONTROLLED APPROACH
	SIGNALIZED INTERSECTION
	ROUNDBOUT

PAULDING COUNTY
 P.I.NO. 0007692
 CSSTP-007-00(692)
 SR 92 FROM
 SR120 TO
 473/CEDARCREST ROAD
 BUILD
 LANE CONFIGURATION



NOTE: DRAWING IS NOT TO SCALE.

APPENDIX C

Synchro Reports

Intersection

Int Delay, s/veh 7.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			↑
Traffic Vol, veh/h	15	200	435	45	295	610
Future Vol, veh/h	15	200	435	45	295	610
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	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, %	7	7	9	9	11	11
Mvmt Flow	16	217	473	49	321	663

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1777	473	0	0	473	0
Stage 1	473	-	-	-	-	-
Stage 2	1304	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.21	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.299	-
Pot Cap-1 Maneuver	88	581	-	-	1043	-
Stage 1	617	-	-	-	-	-
Stage 2	248	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	45	581	-	-	1043	-
Mov Cap-2 Maneuver	45	-	-	-	-	-
Stage 1	617	-	-	-	-	-
Stage 2	127	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	42.5		0		3.3
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	317	1043
HCM Lane V/C Ratio	-	-	0.737	0.307
HCM Control Delay (s)	-	-	42.5	10
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	5.5	1.3

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	0	15	5	480	625	0
Future Vol, veh/h	0	15	5	480	625	0
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	-	-	-	-	145
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	5	522	679	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1212	679	679	0	-	0
Stage 1	679	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	201	452	881	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	199	452	881	-	-	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	583	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	881	-	452	-	-
HCM Lane V/C Ratio	0.006	-	0.036	-	-
HCM Control Delay (s)	9.1	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	0	485	640	0
Future Vol, veh/h	0	0	0	485	640	0
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	9	9	9	9
Mvmt Flow	0	0	0	527	696	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1223	696	696	0	-	0
Stage 1	696	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	198	442	868	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	442	868	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	495	-	-	-	-	-
Stage 2	592	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	868	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↕	↑			↕	↕
Traffic Vol, veh/h	40	0	40	0	0	5	15	440	0	5	620	15
Future Vol, veh/h	40	0	40	0	0	5	15	440	0	5	620	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	-	-	-	-	-	-	250	-	-	-	-	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	9	9	9	9	9	9
Mvmt Flow	43	0	43	0	0	5	16	478	0	5	674	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1199	1196	674	1218	1196	478	674	0	-	478	0	0
Stage 1	685	685	-	511	511	-	-	-	-	-	-	-
Stage 2	514	511	-	707	685	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.19	-	-	4.19	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	162	186	455	157	186	587	885	-	0	1049	-	-
Stage 1	438	448	-	545	537	-	-	-	0	-	-	-
Stage 2	543	537	-	426	448	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	157	181	455	139	181	587	885	-	-	1049	-	-
Mov Cap-2 Maneuver	157	181	-	139	181	-	-	-	-	-	-	-
Stage 1	430	444	-	535	527	-	-	-	-	-	-	-
Stage 2	528	527	-	382	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	29.4	11.2	0.3	0.1
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	885	-	233	587	1049	-	-
HCM Lane V/C Ratio	0.018	-	0.373	0.009	0.005	-	-
HCM Control Delay (s)	9.1	-	29.4	11.2	8.4	0	-
HCM Lane LOS	A	-	D	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	1.6	0	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	
Traffic Vol, veh/h	0	0	0	455	660	0
Future Vol, veh/h	0	0	0	455	660	0
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	0	0	495	717	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1212	717	717	0	0
Stage 1	717	-	-	-	-
Stage 2	495	-	-	-	-
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	201	430	884	-	0
Stage 1	484	-	-	-	0
Stage 2	613	-	-	-	0
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	201	430	884	-	-
Mov Cap-2 Maneuver	201	-	-	-	-
Stage 1	484	-	-	-	-
Stage 2	613	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	884	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	10	0	0	445	655	5
Future Vol, veh/h	10	0	0	445	655	5
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	9	9	9	9
Mvmt Flow	11	0	0	484	712	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1199	715	717	0	-	0
Stage 1	715	-	-	-	-	-
Stage 2	484	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	205	431	852	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	620	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	431	852	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	485	-	-	-	-	-
Stage 2	620	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	852	-	205	-	-
HCM Lane V/C Ratio	-	-	0.053	-	-
HCM Control Delay (s)	0	-	23.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

HCM 2010 Signalized Intersection Summary
 11: SR 92 & Due West Street/Due West Road

Existing 2017 AM
 06/23/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	10	15	5	135	0	90	0	345	355	140	510	5
Future Volume (veh/h)	10	15	5	135	0	90	0	345	355	140	510	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1900	1792	1792	1792	1681	1681	1681	1743	1743	1743
Adj Flow Rate, veh/h	11	16	5	147	0	98	0	375	386	152	554	5
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	1
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, %	6	6	6	6	6	6	13	13	13	9	9	9
Cap, veh/h	113	137	34	285	248	211	95	1044	887	536	1295	1101
Arrive On Green	0.14	0.14	0.14	0.14	0.00	0.14	0.00	0.62	0.62	0.06	0.74	0.74
Sat Flow, veh/h	354	990	249	1333	1792	1524	765	1681	1429	1660	1743	1482
Grp Volume(v), veh/h	32	0	0	147	0	98	0	375	386	152	554	5
Grp Sat Flow(s),veh/h/ln	1592	0	0	1333	1792	1524	765	1681	1429	1660	1743	1482
Q Serve(g_s), s	0.0	0.0	0.0	6.5	0.0	4.5	0.0	8.3	10.7	2.2	9.1	0.1
Cycle Q Clear(g_c), s	1.2	0.0	0.0	7.7	0.0	4.5	0.0	8.3	10.7	2.2	9.1	0.1
Prop In Lane	0.34		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	284	0	0	285	248	211	95	1044	887	536	1295	1101
V/C Ratio(X)	0.11	0.00	0.00	0.52	0.00	0.46	0.00	0.36	0.44	0.28	0.43	0.00
Avail Cap(c_a), veh/h	563	0	0	530	578	491	95	1044	887	639	1295	1101
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	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.7	0.0	0.0	31.4	0.0	30.2	0.0	7.0	7.5	4.4	3.7	2.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.4	0.0	1.6	0.0	1.0	1.6	0.3	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	3.1	0.0	2.0	0.0	4.0	4.6	1.0	4.7	0.0
LnGrp Delay(d),s/veh	28.9	0.0	0.0	32.9	0.0	31.7	0.0	8.0	9.0	4.7	4.7	2.5
LnGrp LOS	C			C		C		A	A	A	A	A
Approach Vol, veh/h		32			245			761			711	
Approach Delay, s/veh		28.9			32.4			8.5			4.7	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.3	51.7		15.0		61.0		15.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	9.5	42.5		24.5		56.5		24.5				
Max Q Clear Time (g_c+I1), s	4.2	12.7		3.2		11.1		9.7				
Green Ext Time (p_c), s	0.2	7.4		0.9		7.8		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay				10.7								
HCM 2010 LOS				B								

Intersection

Int Delay, s/veh 23.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	Y
Traffic Vol, veh/h	205	20	10	495	575	75
Future Vol, veh/h	205	20	10	495	575	75
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	-	110	-	-	485
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	223	22	11	538	625	82

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1185	625	625	0	0
Stage 1	625	-	-	-	-
Stage 2	560	-	-	-	-
Critical Hdwy	6.42	6.22	4.23	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-
Pot Cap-1 Maneuver	~ 209	485	905	-	-
Stage 1	534	-	-	-	-
Stage 2	572	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 206	485	905	-	-
Mov Cap-2 Maneuver	~ 206	-	-	-	-
Stage 1	534	-	-	-	-
Stage 2	565	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	146.2	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	905	-	217	-	-
HCM Lane V/C Ratio	0.012	-	1.127	-	-
HCM Control Delay (s)	9	-	146.2	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	11.5	-	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	0	505	595	0
Future Vol, veh/h	0	0	0	505	595	0
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	13	13	13	13
Mvmt Flow	0	0	0	549	647	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1196	647	647	0	-	0
Stage 1	647	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.23	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-	-
Pot Cap-1 Maneuver	206	471	888	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	206	471	888	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-
Stage 1	521	-	-	-	-	-
Stage 2	579	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	888	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	15	10	495	10	5	590
Future Vol, veh/h	15	10	495	10	5	590
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	13	13	13	13
Mvmt Flow	16	11	538	11	5	641

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1195	543	0	0	549	0
Stage 1	543	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.23	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.317	-
Pot Cap-1 Maneuver	206	540	-	-	968	-
Stage 1	582	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	204	540	-	-	968	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19.7		0		0.1
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	272	968
HCM Lane V/C Ratio	-	-	0.1	0.006
HCM Control Delay (s)	-	-	19.7	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	5	0	505	605	0
Future Vol, veh/h	0	5	0	505	605	0
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	13	13	13	13
Mvmt Flow	0	5	0	549	658	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1207	658	658	0	-	0
Stage 1	658	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.23	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-	-
Pot Cap-1 Maneuver	203	464	880	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	203	464	880	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	880	-	464	-	-
HCM Lane V/C Ratio	-	-	0.012	-	-
HCM Control Delay (s)	0	-	12.9	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	0	500	610	0
Future Vol, veh/h	5	0	0	500	610	0
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	13	13	13	13
Mvmt Flow	5	0	0	543	663	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1206	663	0
Stage 1	663	-	-
Stage 2	543	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	203	461	0
Stage 1	512	-	0
Stage 2	582	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	203	461	-
Mov Cap-2 Maneuver	203	-	-
Stage 1	512	-	-
Stage 2	582	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	203	-	-
HCM Lane V/C Ratio	-	0.027	-	-
HCM Control Delay (s)	-	23.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↑
Traffic Vol, veh/h	10	0	500	5	0	610
Future Vol, veh/h	10	0	500	5	0	610
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	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	11	0	543	5	0	663

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1206	543	0	0	-	-
Stage 1	543	-	-	-	-	-
Stage 2	663	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	203	540	-	-	0	-
Stage 1	582	-	-	-	0	-
Stage 2	512	-	-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	203	540	-	-	-	-
Mov Cap-2 Maneuver	203	-	-	-	-	-
Stage 1	582	-	-	-	-	-
Stage 2	512	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	23.7		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 203	-
HCM Lane V/C Ratio	-	- 0.054	-
HCM Control Delay (s)	-	- 23.7	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	↗
Traffic Vol, veh/h	25	5	5	480	615	5
Future Vol, veh/h	25	5	5	480	615	5
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	13	13
Mvmt Flow	27	5	5	522	668	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1201	668	668	0	-	0
Stage 1	668	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	204	458	890	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	202	458	890	-	-	-
Mov Cap-2 Maneuver	202	-	-	-	-	-
Stage 1	510	-	-	-	-	-
Stage 2	583	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	890	-	223	-	-
HCM Lane V/C Ratio	0.006	-	0.146	-	-
HCM Control Delay (s)	9.1	-	23.9	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	10	5	0	475	615	5
Future Vol, veh/h	10	5	0	475	615	5
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	-	-	-	-	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	11	5	0	516	668	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1184	668	668	0	-	0
Stage 1	668	-	-	-	-	-
Stage 2	516	-	-	-	-	-
Critical Hdwy	7.12	6.22	4.19	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	166	458	890	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	166	458	890	-	-	-
Mov Cap-2 Maneuver	166	-	-	-	-	-
Stage 1	448	-	-	-	-	-
Stage 2	542	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.5	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	890	-	211	-	-
HCM Lane V/C Ratio	-	-	0.077	-	-
HCM Control Delay (s)	0	-	23.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	35	20	10	440	605	15
Future Vol, veh/h	35	20	10	440	605	15
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	9	9	9	9
Mvmt Flow	38	22	11	478	658	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1166	666	674	0	-	0
Stage 1	666	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	214	459	885	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	210	459	885	-	-	-
Mov Cap-2 Maneuver	210	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	599	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	885	-	262	-	-
HCM Lane V/C Ratio	0.012	-	0.228	-	-
HCM Control Delay (s)	9.1	0	22.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	20	5	445	5	0	625
Future Vol, veh/h	20	5	445	5	0	625
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	2
Mvmt Flow	22	5	484	5	0	679

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1163	484	0	0	484	0
Stage 1	484	-	-	-	-	-
Stage 2	679	-	-	-	-	-
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	215	583	-	-	1079	-
Stage 1	620	-	-	-	-	-
Stage 2	504	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	215	583	-	-	1079	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	620	-	-	-	-	-
Stage 2	504	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	1079
HCM Lane V/C Ratio	-	-	0.11	-
HCM Control Delay (s)	-	-	21.4	0
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			+	+	
Traffic Vol, veh/h	5	20	10	445	645	0
Future Vol, veh/h	5	20	10	445	645	0
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	9	9	9	9
Mvmt Flow	5	22	11	484	701	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1206	701	701	0	-	0
Stage 1	701	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	203	439	864	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	606	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	200	439	864	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	492	-	-	-	-	-
Stage 2	596	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	354	-	-
HCM Lane V/C Ratio	0.013	-	0.077	-	-
HCM Control Delay (s)	9.2	0	16	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↖
Traffic Vol, veh/h	15	0	455	5	0	665
Future Vol, veh/h	15	0	455	5	0	665
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	-	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	16	0	495	5	0	723

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1218	495	0	0	495	0
Stage 1	495	-	-	-	-	-
Stage 2	723	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	199	575	-	-	1033	-
Stage 1	613	-	-	-	-	-
Stage 2	481	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	199	575	-	-	1033	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	481	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	24.7		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 199	1033	-
HCM Lane V/C Ratio	-	- 0.082	-	-
HCM Control Delay (s)	-	- 24.7	0	-
HCM Lane LOS	-	- C	A	-
HCM 95th %tile Q(veh)	-	- 0.3	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	5	5	5	455	680	0
Future Vol, veh/h	5	5	5	455	680	0
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	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	5	5	5	495	739	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1244	739	0
Stage 1	739	-	-
Stage 2	505	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	192	417	836
Stage 1	472	-	-
Stage 2	606	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	190	417	836
Mov Cap-2 Maneuver	190	-	-
Stage 1	472	-	-
Stage 2	601	-	-

Approach	EB	NB	SB
HCM Control Delay, s	19.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	836	-	261	-	-
HCM Lane V/C Ratio	0.007	-	0.042	-	-
HCM Control Delay (s)	9.3	0	19.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	5	10	5	455	685	0
Future Vol, veh/h	5	10	5	455	685	0
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	9	9	9	9
Mvmt Flow	5	11	5	495	745	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1250	745	745	0	0
Stage 1	745	-	-	-	-
Stage 2	505	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	191	414	832	-	-
Stage 1	469	-	-	-	-
Stage 2	606	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	189	414	832	-	-
Mov Cap-2 Maneuver	189	-	-	-	-
Stage 1	469	-	-	-	-
Stage 2	601	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	832	-	296	-	-
HCM Lane V/C Ratio	0.007	-	0.055	-	-
HCM Control Delay (s)	9.4	0	17.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	40	15	445	100	25	670
Future Vol, veh/h	40	15	445	100	25	670
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, %	5	5	9	9	9	9
Mvmt Flow	43	16	484	109	27	728
























Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1321	538	0	0	592	0
Stage 1	538	-	-	-	-	-
Stage 2	783	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.19	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.281	-
Pot Cap-1 Maneuver	170	537	-	-	950	-
Stage 1	579	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	162	537	-	-	950	-
Mov Cap-2 Maneuver	162	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	424	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	30.5		0		0.3
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	200	950
HCM Lane V/C Ratio	-	-	0.299	0.029
HCM Control Delay (s)	-	-	30.5	8.9
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	1.2	0.1

HCM 2010 Signalized Intersection Summary
 27: SR 92 & E Paulding Dr

Existing 2017 AM
 06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	355	275	25	155	70	165	430	30	175	450	85
Future Volume (veh/h)	45	355	275	25	155	70	165	430	30	175	450	85
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776	1776	1776	1776	1743	1743	1900	1743	1743	1743
Adj Flow Rate, veh/h	53	418	0	27	170	0	177	462	0	180	464	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	7	7	7	7	7	7	9	9	9	9	9	9
Cap, veh/h	377	486	404	190	460	391	403	714	0	407	724	607
Arrive On Green	0.05	0.27	0.00	0.03	0.26	0.00	0.08	0.41	0.00	0.09	0.42	0.00
Sat Flow, veh/h	1691	1776	1509	1691	1776	1509	1660	1743	0	1660	1743	1482
Grp Volume(v), veh/h	53	418	0	27	170	0	177	462	0	180	464	0
Grp Sat Flow(s),veh/h/ln	1691	1776	1509	1691	1776	1509	1660	1743	0	1660	1743	1482
Q Serve(g_s), s	1.9	18.6	0.0	1.0	6.5	0.0	5.0	17.7	0.0	5.1	17.6	0.0
Cycle Q Clear(g_c), s	1.9	18.6	0.0	1.0	6.5	0.0	5.0	17.7	0.0	5.1	17.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	486	404	190	460	391	403	714	0	407	724	607
V/C Ratio(X)	0.14	0.86	0.00	0.14	0.37	0.00	0.44	0.65	0.00	0.44	0.64	0.00
Avail Cap(c_a), veh/h	409	577	482	245	575	489	403	714	0	431	724	607
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.8	28.6	0.0	23.0	25.2	0.0	14.1	19.7	0.0	14.0	19.3	0.0
Incr Delay (d2), s/veh	0.2	11.0	0.0	0.3	0.5	0.0	0.8	4.5	0.0	0.8	4.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	10.5	0.0	0.5	3.3	0.0	2.3	9.4	0.0	2.3	9.2	0.0
LnGrp Delay(d),s/veh	21.0	39.7	0.0	23.3	25.7	0.0	14.9	24.2	0.0	14.8	23.7	0.0
LnGrp LOS	C	D		C	C		B	C		B	C	
Approach Vol, veh/h		471			197			639			644	
Approach Delay, s/veh		37.6			25.4			21.6			21.2	
Approach LOS		D			C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.5	38.0	6.8	26.7	11.0	38.5	8.0	25.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.2	32.3	5.0	26.5	6.5	34.0	5.1	26.4				
Max Q Clear Time (g_c+I1), s	7.1	19.7	3.0	20.6	7.0	19.6	3.9	8.5				
Green Ext Time (p_c), s	0.1	4.2	0.0	1.7	0.0	4.5	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay				25.7								
HCM 2010 LOS				C								

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	0	0	625	15	15	735
Future Vol, veh/h	0	0	625	15	15	735
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	255	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	0	0	672	16	16	799

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1504	672	0	-	672	0
Stage 1	672	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	134	456	-	0	887	-
Stage 1	508	-	-	0	-	-
Stage 2	427	-	-	0	-	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver	132	456	-	-	887	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	419	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	887	-
HCM Lane V/C Ratio	-	-	-	0.018	-
HCM Control Delay (s)	-	0	0	9.1	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Dallas Rd	I	50	9.3	47.1	56.4	0.09	5.9	F
E Paulding Dr	I	50	91.4	27.6	119.0	1.27	38.4	B
Due West Road	I	55	89.5	12.9	102.4	1.37	48.1	A
SR 92	I	54	137.3	5.7	143.0	2.07	52.2	A
Total	I		327.5	93.3	420.8	4.80	41.1	B

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedarcrest Road	I	30	20.3	62.5	82.8	0.15	6.6	F
Due West Street	I	55	156.3	7.0	163.3	2.39	52.7	A
E Paulding Dr	I	54	109.4	24.1	133.5	1.65	44.5	A
Dallas Rd	I	50	91.4	63.6	155.0	1.27	29.5	C
Total	I		377.4	157.2	534.6	5.46	36.8	B

Intersection

Int Delay, s/veh 8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			↑
Traffic Vol, veh/h	15	280	525	25	190	505
Future Vol, veh/h	15	280	525	25	190	505
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	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, %	8	8	8	8	10	10
Mvmt Flow	16	304	571	27	207	549

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1533	571	0
Stage 1	571	-	-
Stage 2	962	-	-
Critical Hdwy	6.48	6.28	-
Critical Hdwy Stg 1	5.48	-	-
Critical Hdwy Stg 2	5.48	-	-
Follow-up Hdwy	3.572	3.372	-
Pot Cap-1 Maneuver	124	509	-
Stage 1	554	-	-
Stage 2	362	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	86	509	-
Mov Cap-2 Maneuver	86	-	-
Stage 1	554	-	-
Stage 2	250	-	-

Approach	WB	NB	SB
HCM Control Delay, s	39.7	0	2.7
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	407	963
HCM Lane V/C Ratio	-	-	0.788	0.214
HCM Control Delay (s)	-	-	39.7	9.8
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	6.8	0.8

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	5	5	5	545	510	10
Future Vol, veh/h	5	5	5	545	510	10
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	-	-	-	-	145
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	5	5	5	592	554	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1157	554	554	0	0
Stage 1	554	-	-	-	-
Stage 2	603	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	217	532	987	-	-
Stage 1	575	-	-	-	-
Stage 2	546	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	215	532	987	-	-
Mov Cap-2 Maneuver	215	-	-	-	-
Stage 1	575	-	-	-	-
Stage 2	542	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	987	-	306	-	-
HCM Lane V/C Ratio	0.006	-	0.036	-	-
HCM Control Delay (s)	8.7	0	17.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	5	550	510	5
Future Vol, veh/h	0	0	5	550	510	5
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	8	8	8	8
Mvmt Flow	0	0	5	598	554	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1166	557	560	0	-	0
Stage 1	557	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	214	530	982	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	212	530	982	-	-	-
Mov Cap-2 Maneuver	212	-	-	-	-	-
Stage 1	574	-	-	-	-	-
Stage 2	539	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	982	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.7	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑			↑	↑
Traffic Vol, veh/h	20	0	15	0	0	5	35	530	5	0	490	20
Future Vol, veh/h	20	0	15	0	0	5	35	530	5	0	490	20
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	-	-	-	-	-	-	250	-	-	-	-	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	8	8	8	8	8	8
Mvmt Flow	22	0	16	0	0	5	38	576	5	0	533	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1191	1191	533	1196	1188	579	533	0	0	582	0	0
Stage 1	533	533	-	655	655	-	-	-	-	-	-	-
Stage 2	658	658	-	541	533	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.18	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.272	-	-
Pot Cap-1 Maneuver	164	187	547	163	188	515	1005	-	-	963	-	-
Stage 1	531	525	-	455	463	-	-	-	-	-	-	-
Stage 2	453	461	-	525	525	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	158	180	547	154	181	515	1005	-	-	963	-	-
Mov Cap-2 Maneuver	158	180	-	154	181	-	-	-	-	-	-	-
Stage 1	511	525	-	438	445	-	-	-	-	-	-	-
Stage 2	431	444	-	509	525	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24	12.1	0.5	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1005	-	-	227 515	963	-	-
HCM Lane V/C Ratio	0.038	-	-	0.168 0.011	-	-	-
HCM Control Delay (s)	8.7	-	-	24 12.1	0	-	-
HCM Lane LOS	A	-	-	C B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6 0	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	
Traffic Vol, veh/h	0	0	0	570	505	0
Future Vol, veh/h	0	0	0	570	505	0
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	0	0	620	549	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1169	549	549	0	-	0
Stage 1	549	-	-	-	-	-
Stage 2	620	-	-	-	-	-
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	213	535	1021	-	-	0
Stage 1	579	-	-	-	-	0
Stage 2	536	-	-	-	-	0
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	535	1021	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	579	-	-	-	-	-
Stage 2	536	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	1021	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	0	10	15	570	505	0
Future Vol, veh/h	0	10	15	570	505	0
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	8	8	8	8
Mvmt Flow	0	11	16	620	549	0























Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1201	549	549	0	0
Stage 1	549	-	-	-	-
Stage 2	652	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	204	535	991	-	-
Stage 1	579	-	-	-	-
Stage 2	518	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	199	535	991	-	-
Mov Cap-2 Maneuver	199	-	-	-	-
Stage 1	579	-	-	-	-
Stage 2	505	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.9	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	535	-	-
HCM Lane V/C Ratio	0.016	-	0.02	-	-
HCM Control Delay (s)	8.7	0	11.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
 11: SR 92 & Due West Street/Due West Road

Existing 2017 PM
 06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	10	465	15	170	5	415	210	150	360	5
Future Volume (veh/h)	0	5	10	465	15	170	5	415	210	150	360	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1743	1900	1743	1743	1743	1727	1727	1727	1759	1759	1759
Adj Flow Rate, veh/h	0	5	11	505	16	185	5	451	228	163	391	5
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	1
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, %	9	9	9	9	9	9	10	10	10	8	8	8
Cap, veh/h	0	204	449	623	732	622	380	617	525	286	835	710
Arrive On Green	0.00	0.42	0.42	0.42	0.42	0.42	0.36	0.36	0.36	0.06	0.47	0.47
Sat Flow, veh/h	0	486	1069	1302	1743	1482	913	1727	1468	1675	1759	1495
Grp Volume(v), veh/h	0	0	16	505	16	185	5	451	228	163	391	5
Grp Sat Flow(s),veh/h/ln	0	0	1555	1302	1743	1482	913	1727	1468	1675	1759	1495
Q Serve(g_s), s	0.0	0.0	0.5	31.7	0.5	7.1	0.3	19.4	10.1	5.1	12.8	0.2
Cycle Q Clear(g_c), s	0.0	0.0	0.5	32.2	0.5	7.1	3.1	19.4	10.1	5.1	12.8	0.2
Prop In Lane	0.00		0.69	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	653	623	732	622	380	617	525	286	835	710
V/C Ratio(X)	0.00	0.00	0.02	0.81	0.02	0.30	0.01	0.73	0.43	0.57	0.47	0.01
Avail Cap(c_a), veh/h	0	0	738	694	827	703	380	617	525	286	835	710
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(l)	0.00	0.00	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	0.0	0.0	14.5	23.9	14.5	16.4	19.6	23.8	20.9	18.0	15.1	11.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.5	0.0	0.3	0.1	7.5	2.6	2.7	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	12.5	0.2	2.9	0.1	10.4	4.4	2.5	6.6	0.1
LnGrp Delay(d),s/veh	0.0	0.0	14.5	30.5	14.5	16.7	19.6	31.3	23.5	20.7	17.0	11.8
LnGrp LOS			B	C	B	B	B	C	C	C	B	B
Approach Vol, veh/h		16			706			684			559	
Approach Delay, s/veh		14.5			26.5			28.6			18.1	
Approach LOS		B			C			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	10.0	35.0		40.3		45.0		40.3				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	5.5	30.5		40.5		40.5		40.5				
Max Q Clear Time (g_c+I1), s	7.1	21.4		2.5		14.8		34.2				
Green Ext Time (p_c), s	0.0	3.6		3.0		5.6		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay				24.7								
HCM 2010 LOS				C								

Intersection

Int Delay, s/veh 6.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↗	↗	↗
Traffic Vol, veh/h	130	20	30	500	535	300
Future Vol, veh/h	130	20	30	500	535	300
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	-	110	-	-	485
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	10	10	10	10
Mvmt Flow	141	22	33	543	582	326

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1191	582	582	0	-	0
Stage 1	582	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.2	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.29	-	-	-
Pot Cap-1 Maneuver	203	505	954	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	196	505	954	-	-	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	61.9	0.5	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	954	-	213	-	-
HCM Lane V/C Ratio	0.034	-	0.765	-	-
HCM Control Delay (s)	8.9	-	61.9	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	5.3	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	0	0	5	530	555	0
Future Vol, veh/h	0	0	5	530	555	0
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	10	10	10	10
Mvmt Flow	0	0	5	576	603	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1190	603	603	0	-	0
Stage 1	603	-	-	-	-	-
Stage 2	587	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-	-
Pot Cap-1 Maneuver	207	499	937	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	499	937	-	-	-
Mov Cap-2 Maneuver	205	-	-	-	-	-
Stage 1	546	-	-	-	-	-
Stage 2	552	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	937	-	-	-	-
HCM Lane V/C Ratio	0.006	-	-	-	-
HCM Control Delay (s)	8.9	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	10	10	525	5	10	545
Future Vol, veh/h	10	10	525	5	10	545
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	10	10	10	10
Mvmt Flow	11	11	571	5	11	592

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1187	573	0	0	576	0
Stage 1	573	-	-	-	-	-
Stage 2	614	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.2	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.29	-
Pot Cap-1 Maneuver	208	519	-	-	959	-
Stage 1	564	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	204	519	-	-	959	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	564	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	18.3		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 293	959	-
HCM Lane V/C Ratio	-	- 0.074	0.011	-
HCM Control Delay (s)	-	- 18.3	8.8	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.2	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	5	0	0	525	550	5
Future Vol, veh/h	5	0	0	525	550	5
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	10	10	10	10
Mvmt Flow	5	0	0	571	598	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1172	601	603	0	-	0
Stage 1	601	-	-	-	-	-
Stage 2	571	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-	-
Pot Cap-1 Maneuver	213	500	937	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	565	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	213	500	937	-	-	-
Mov Cap-2 Maneuver	213	-	-	-	-	-
Stage 1	547	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	937	-	213	-	-
HCM Lane V/C Ratio	-	-	0.026	-	-
HCM Control Delay (s)	0	-	22.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	5	520	545	5
Future Vol, veh/h	5	0	5	520	545	5
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	10	10	10	10
Mvmt Flow	5	0	5	565	592	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1171	595	598	0	-	0
Stage 1	595	-	-	-	-	-
Stage 2	576	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-	-
Pot Cap-1 Maneuver	213	504	941	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	211	504	941	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	558	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	941	-	211	-	-
HCM Lane V/C Ratio	0.006	-	0.026	-	-
HCM Control Delay (s)	8.8	-	22.5	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↑
Traffic Vol, veh/h	5	0	525	15	0	545
Future Vol, veh/h	5	0	525	15	0	545
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	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	10	10	10	10
Mvmt Flow	5	0	571	16	0	592

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1163	571	0	0	-	-
Stage 1	571	-	-	-	-	-
Stage 2	592	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	215	520	-	-	0	-
Stage 1	565	-	-	-	0	-
Stage 2	553	-	-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	215	520	-	-	-	-
Mov Cap-2 Maneuver	215	-	-	-	-	-
Stage 1	565	-	-	-	-	-
Stage 2	553	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	22.2		0		0
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 215	-
HCM Lane V/C Ratio	-	- 0.025	-
HCM Control Delay (s)	-	- 22.2	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	↗
Traffic Vol, veh/h	15	0	0	525	520	30
Future Vol, veh/h	15	0	0	525	520	30
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	16	0	0	571	565	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1136	565	-	0	0
Stage 1	565	-	-	-	-
Stage 2	571	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-
Pot Cap-1 Maneuver	223	524	0	-	-
Stage 1	569	-	0	-	-
Stage 2	565	-	0	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	223	524	-	-	-
Mov Cap-2 Maneuver	223	-	-	-	-
Stage 1	569	-	-	-	-
Stage 2	565	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	223	-	-
HCM Lane V/C Ratio	-	0.073	-	-
HCM Control Delay (s)	-	22.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	5	0	5	520	510	10
Future Vol, veh/h	5	0	5	520	510	10
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	-	-	-	-	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	5	0	5	565	554	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1130	554	554	0	0
Stage 1	554	-	-	-	-
Stage 2	576	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	225	532	987	-	-
Stage 1	575	-	-	-	-
Stage 2	562	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	223	532	987	-	-
Mov Cap-2 Maneuver	223	-	-	-	-
Stage 1	575	-	-	-	-
Stage 2	558	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.5	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	987	-	223	-	-
HCM Lane V/C Ratio	0.006	-	0.024	-	-
HCM Control Delay (s)	8.7	0	21.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	15	15	35	510	480	30
Future Vol, veh/h	15	15	35	510	480	30
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	8	8	8	8
Mvmt Flow	16	16	38	554	522	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1168	538	554	0	-
Stage 1	538	-	-	-	-
Stage 2	630	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	214	543	987	-	-
Stage 1	585	-	-	-	-
Stage 2	531	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	202	543	987	-	-
Mov Cap-2 Maneuver	202	-	-	-	-
Stage 1	585	-	-	-	-
Stage 2	501	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.8	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	987	-	294	-	-
HCM Lane V/C Ratio	0.039	-	0.111	-	-
HCM Control Delay (s)	8.8	0	18.8	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↖
Traffic Vol, veh/h	10	5	540	20	10	485
Future Vol, veh/h	10	5	540	20	10	485
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	8	8
Mvmt Flow	11	5	587	22	11	527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1136	587	0	0	587	0
Stage 1	587	-	-	-	-	-
Stage 2	549	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	223	510	-	-	959	-
Stage 1	556	-	-	-	-	-
Stage 2	579	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	219	510	-	-	959	-
Mov Cap-2 Maneuver	219	-	-	-	-	-
Stage 1	556	-	-	-	-	-
Stage 2	570	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	19.2		0		0.2
HCM LOS	C				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 270	959	-
HCM Lane V/C Ratio	-	- 0.06	0.011	-
HCM Control Delay (s)	-	- 19.2	8.8	0
HCM Lane LOS	-	- C	A	A
HCM 95th %tile Q(veh)	-	- 0.2	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	5	15	20	555	485	10
Future Vol, veh/h	5	15	20	555	485	10
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	9	9	9	9
Mvmt Flow	5	16	22	603	527	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1180	533	538	0	0
Stage 1	533	-	-	-	-
Stage 2	647	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	210	547	996	-	-
Stage 1	588	-	-	-	-
Stage 2	521	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	203	547	996	-	-
Mov Cap-2 Maneuver	203	-	-	-	-
Stage 1	588	-	-	-	-
Stage 2	504	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	996	-	384	-	-
HCM Lane V/C Ratio	0.022	-	0.057	-	-
HCM Control Delay (s)	8.7	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↖
Traffic Vol, veh/h	5	0	575	10	0	495
Future Vol, veh/h	5	0	575	10	0	495
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	-	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	5	0	625	11	0	538

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1163	625	0	0	625	0
Stage 1	625	-	-	-	-	-
Stage 2	538	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.19	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	172	485	-	-	923	-
Stage 1	473	-	-	-	-	-
Stage 2	527	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	172	485	-	-	923	-
Mov Cap-2 Maneuver	172	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	527	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	26.6		0		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 172	923	-
HCM Lane V/C Ratio	-	- 0.032	-	-
HCM Control Delay (s)	-	- 26.6	0	-
HCM Lane LOS	-	- D	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	0	5	5	585	495	5
Future Vol, veh/h	0	5	5	585	495	5
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	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	5	5	636	538	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1185	538	538	0	0
Stage 1	538	-	-	-	-
Stage 2	647	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	209	543	996	-	-
Stage 1	585	-	-	-	-
Stage 2	521	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	207	543	996	-	-
Mov Cap-2 Maneuver	207	-	-	-	-
Stage 1	585	-	-	-	-
Stage 2	517	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.7	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	996	-	543	-	-
HCM Lane V/C Ratio	0.005	-	0.01	-	-
HCM Control Delay (s)	8.6	0	11.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	0	10	10	590	495	5
Future Vol, veh/h	0	10	10	590	495	5
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	9	9	9	9
Mvmt Flow	0	11	11	641	538	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1204	541	543	0	0
Stage 1	541	-	-	-	-
Stage 2	663	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	203	541	991	-	-
Stage 1	583	-	-	-	-
Stage 2	512	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	200	541	991	-	-
Mov Cap-2 Maneuver	200	-	-	-	-
Stage 1	583	-	-	-	-
Stage 2	503	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	991	-	541	-	-
HCM Lane V/C Ratio	0.011	-	0.02	-	-
HCM Control Delay (s)	8.7	0	11.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 10.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	140	45	555	70	5	500
Future Vol, veh/h	140	45	555	70	5	500
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, %	7	7	9	9	9	9
Mvmt Flow	152	49	603	76	5	543

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1195	641	0	0	679	0
Stage 1	641	-	-	-	-	-
Stage 2	554	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.19	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.281	-
Pot Cap-1 Maneuver	201	466	-	-	881	-
Stage 1	515	-	-	-	-	-
Stage 2	566	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	199	466	-	-	881	-
Mov Cap-2 Maneuver	199	-	-	-	-	-
Stage 1	515	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	74.8		0		0.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 231	881	-
HCM Lane V/C Ratio	-	- 0.871	0.006	-
HCM Control Delay (s)	-	- 74.8	9.1	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 7	0	-

HCM 2010 Signalized Intersection Summary
 27: SR 92 & E Paulding Dr

Existing 2017 PM
 06/23/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	215	160	30	385	120	215	470	25	90	500	50
Future Volume (veh/h)	35	215	160	30	385	120	215	470	25	90	500	50
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1759	1759	1759	1759	1759	1759	1743	1743	1900	1743	1743	1743
Adj Flow Rate, veh/h	41	253	0	33	423	0	231	505	0	93	515	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	9	9	9	9	9	9
Cap, veh/h	196	492	409	315	483	411	371	764	0	354	682	571
Arrive On Green	0.04	0.28	0.00	0.04	0.27	0.00	0.11	0.44	0.00	0.06	0.39	0.00
Sat Flow, veh/h	1675	1759	1495	1675	1759	1495	1660	1743	0	1660	1743	1482
Grp Volume(v), veh/h	41	253	0	33	423	0	231	505	0	93	515	0
Grp Sat Flow(s),veh/h/ln	1675	1759	1495	1675	1759	1495	1660	1743	0	1660	1743	1482
Q Serve(g_s), s	1.5	10.4	0.0	1.2	19.7	0.0	6.7	19.6	0.0	2.8	21.9	0.0
Cycle Q Clear(g_c), s	1.5	10.4	0.0	1.2	19.7	0.0	6.7	19.6	0.0	2.8	21.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	196	492	409	315	483	411	371	764	0	354	682	571
V/C Ratio(X)	0.21	0.51	0.00	0.10	0.88	0.00	0.62	0.66	0.00	0.26	0.76	0.00
Avail Cap(c_a), veh/h	233	534	445	359	534	454	371	764	0	367	682	571
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	22.8	26.0	0.0	21.3	29.7	0.0	16.1	19.0	0.0	15.4	22.5	0.0
Incr Delay (d2), s/veh	0.5	0.8	0.0	0.1	14.1	0.0	3.2	4.5	0.0	0.4	7.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.2	0.0	0.6	11.4	0.0	3.3	10.3	0.0	1.3	11.9	0.0
LnGrp Delay(d),s/veh	23.4	26.8	0.0	21.4	43.7	0.0	19.3	23.5	0.0	15.8	30.2	0.0
LnGrp LOS	C	C		C	D		B	C		B	C	
Approach Vol, veh/h		294			456			736			608	
Approach Delay, s/veh		26.3			42.1			22.2			28.0	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	9.0	41.5	7.2	27.9	13.0	37.5	7.6	27.5				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	5.1	36.4	5.0	25.5	8.5	33.0	5.0	25.5				
Max Q Clear Time (g_c+I1), s	4.8	21.6	3.2	12.4	8.7	23.9	3.5	21.7				
Green Ext Time (p_c), s	0.0	5.1	0.0	3.1	0.0	3.9	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay					28.8							
HCM 2010 LOS					C							

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	10	10	700	10	10	680
Future Vol, veh/h	10	10	700	10	10	680
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	255	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	6	6	9	9
Mvmt Flow	20	20	753	11	11	739

Major/Minor	Minor1	Minor2	Major1	Major2
Conflicting Flow All	1514	753	0	-
Stage 1	753	-	-	-
Stage 2	761	-	-	-
Critical Hdwy	6.42	6.22	-	-
Critical Hdwy Stg 1	5.42	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	132	410	-	0
Stage 1	465	-	-	0
Stage 2	461	-	-	0
Platoon blocked, %			-	-
Mov Cap-1 Maneuver	130	410	-	-
Mov Cap-2 Maneuver	130	-	-	-
Stage 1	465	-	-	-
Stage 2	455	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	26	0	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	130 410	826	-
HCM Lane V/C Ratio	-	0.154 0.049	0.013	-
HCM Control Delay (s)	-	37.7 14.2	9.4	-
HCM Lane LOS	-	E B	A	-
HCM 95th %tile Q(veh)	-	0.5 0.2	0	-

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Dallas Rd	I	50	9.3	73.4	82.7	0.09	4.0	F
E Paulding Dr	I	50	91.4	24.3	115.7	1.27	39.5	B
Due West Road	I	55	89.5	33.9	123.4	1.37	39.9	B
SR 92	I	54	137.3	5.2	142.5	2.07	52.3	A
Total	I		327.5	136.8	464.3	4.80	37.2	B

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedarcrest Road	I	30	20.3	22.9	43.2	0.15	12.6	F
Due West Street	I	55	156.3	18.8	175.1	2.39	49.1	A
E Paulding Dr	I	54	109.4	30.5	139.9	1.65	42.4	A
Dallas Rd	I	50	91.4	42.2	133.6	1.27	34.2	B
Total	I		377.4	114.4	491.8	5.46	40.0	B

Intersection

Int Delay, s/veh 170.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			↑
Traffic Vol, veh/h	20	245	560	55	370	800
Future Vol, veh/h	20	245	560	55	370	800
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	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, %	7	7	9	9	11	11
Mvmt Flow	22	266	609	60	402	870

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2283	609	0	0	609	0
Stage 1	609	-	-	-	-	-
Stage 2	1674	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.21	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.299	-
Pot Cap-1 Maneuver	42	486	-	-	927	-
Stage 1	533	-	-	-	-	-
Stage 2	163	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	~ 7	486	-	-	927	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	533	-	-	-	-	-
Stage 2	26	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 1301.1	0	3.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	79	927
HCM Lane V/C Ratio	-	-	3.646	0.434
HCM Control Delay (s)	-	\$ 1301.1	11.8	-
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	29.8	2.2

Notes

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

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	0	15	5	615	820	0
Future Vol, veh/h	0	15	5	615	820	0
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	-	-	-	-	145
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	5	668	891	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1570	891	0
Stage 1	891	-	-
Stage 2	679	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	122	341	732
Stage 1	401	-	-
Stage 2	504	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	121	341	732
Mov Cap-2 Maneuver	121	-	-
Stage 1	401	-	-
Stage 2	498	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	732	-	341	-	-
HCM Lane V/C Ratio	0.007	-	0.048	-	-
HCM Control Delay (s)	10	0	16.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	X	
Traffic Vol, veh/h	0	0	0	620	835	0
Future Vol, veh/h	0	0	0	620	835	0
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	9	9	9	9
Mvmt Flow	0	0	0	674	908	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1582	908	908	0	-	0
Stage 1	908	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	120	334	721	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	506	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	120	334	721	-	-	-
Mov Cap-2 Maneuver	120	-	-	-	-	-
Stage 1	393	-	-	-	-	-
Stage 2	506	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	721	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↑			↕	↕
Traffic Vol, veh/h	40	0	40	0	0	5	15	575	0	5	815	15
Future Vol, veh/h	40	0	40	0	0	5	15	575	0	5	815	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	-	-	-	-	-	-	250	-	-	-	-	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	9	9	9	9	9	9
Mvmt Flow	43	0	43	0	0	5	16	625	0	5	886	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1557	1555	886	1576	1555	625	886	0	-	625	0	0
Stage 1	897	897	-	658	658	-	-	-	-	-	-	-
Stage 2	660	658	-	918	897	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.19	-	-	4.19	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	92	113	343	89	113	485	735	-	0	923	-	-
Stage 1	334	358	-	453	461	-	-	-	0	-	-	-
Stage 2	452	461	-	326	358	-	-	-	0	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	89	109	343	76	109	485	735	-	-	923	-	-
Mov Cap-2 Maneuver	89	109	-	76	109	-	-	-	-	-	-	-
Stage 1	327	354	-	443	451	-	-	-	-	-	-	-
Stage 2	437	451	-	282	354	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	64.8	12.5	0.3	0.1
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	735	-	141	485	923	-	-
HCM Lane V/C Ratio	0.022	-	0.617	0.011	0.006	-	-
HCM Control Delay (s)	10	-	64.8	12.5	8.9	0	-
HCM Lane LOS	B	-	F	B	A	A	-
HCM 95th %tile Q(veh)	0.1	-	3.3	0	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	
Traffic Vol, veh/h	0	0	0	590	855	0
Future Vol, veh/h	0	0	0	590	855	0
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	0	0	641	929	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1570	929	929	0	-	0
Stage 1	929	-	-	-	-	-
Stage 2	641	-	-	-	-	-
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	122	324	736	-	-	0
Stage 1	385	-	-	-	-	0
Stage 2	525	-	-	-	-	0
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	324	736	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	525	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	736	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	10	5	0	580	850	5
Future Vol, veh/h	10	5	0	580	850	5
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	9	9	9	9
Mvmt Flow	11	5	0	630	924	5























Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1557	927	929	0	-	0
Stage 1	927	-	-	-	-	-
Stage 2	630	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	124	325	708	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	531	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	325	708	-	-	-
Mov Cap-2 Maneuver	124	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	531	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	30.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	708	-	156	-	-
HCM Lane V/C Ratio	-	-	0.105	-	-
HCM Control Delay (s)	0	-	30.8	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

HCM 2010 Signalized Intersection Summary
 11: SR 92 & Due West Street/Due West Road

No Build 2026 AM
 06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	20	10	165	0	115	0	455	445	175	670	10
Future Volume (veh/h)	10	20	10	165	0	115	0	455	445	175	670	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1900	1792	1792	1792	1681	1681	1681	1743	1743	1743
Adj Flow Rate, veh/h	11	22	11	179	0	125	0	495	484	190	728	11
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	1
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, %	6	6	6	6	6	6	13	13	13	9	9	9
Cap, veh/h	94	156	65	310	288	245	90	1018	865	435	1268	1078
Arrive On Green	0.16	0.16	0.16	0.16	0.00	0.16	0.00	0.61	0.61	0.07	0.73	0.73
Sat Flow, veh/h	234	973	402	1319	1792	1524	647	1681	1429	1660	1743	1482
Grp Volume(v), veh/h	44	0	0	179	0	125	0	495	484	190	728	11
Grp Sat Flow(s),veh/h/ln	1610	0	0	1319	1792	1524	647	1681	1429	1660	1743	1482
Q Serve(g_s), s	0.0	0.0	0.0	8.2	0.0	6.0	0.0	13.2	16.2	3.2	15.7	0.2
Cycle Q Clear(g_c), s	1.8	0.0	0.0	10.0	0.0	6.0	0.0	13.2	16.2	3.2	15.7	0.2
Prop In Lane	0.25		0.25	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	315	0	0	310	288	245	90	1018	865	435	1268	1078
V/C Ratio(X)	0.14	0.00	0.00	0.58	0.00	0.51	0.00	0.49	0.56	0.44	0.57	0.01
Avail Cap(c_a), veh/h	498	0	0	467	501	426	90	1018	865	542	1268	1078
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	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	29.1	0.0	0.0	32.3	0.0	30.9	0.0	8.9	9.5	6.4	5.1	3.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	1.7	0.0	1.6	0.0	1.7	2.6	0.7	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	4.0	0.0	2.6	0.0	6.5	6.9	1.5	8.2	0.1
LnGrp Delay(d),s/veh	29.3	0.0	0.0	34.0	0.0	32.5	0.0	10.5	12.1	7.1	7.0	3.0
LnGrp LOS	C			C		C		B	B	A	A	A
Approach Vol, veh/h		44			304			979			929	
Approach Delay, s/veh		29.3			33.4			11.3			7.0	
Approach LOS		C			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	9.8	53.2		17.4		63.0		17.4				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	10.5	43.5		22.5		58.5		22.5				
Max Q Clear Time (g_c+I1), s	5.2	18.2		3.8		17.7		12.0				
Green Ext Time (p_c), s	0.2	10.3		1.2		11.9		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay				12.9								
HCM 2010 LOS				B								

Intersection

Int Delay, s/veh 104.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	Y
Traffic Vol, veh/h	255	25	10	645	755	90
Future Vol, veh/h	255	25	10	645	755	90
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	-	110	-	-	485
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	277	27	11	701	821	98

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1544	821	0
Stage 1	821	-	-
Stage 2	723	-	-
Critical Hdwy	6.42	6.22	4.23
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.317
Pot Cap-1 Maneuver	~ 126	374	762
Stage 1	432	-	-
Stage 2	481	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 124	374	762
Mov Cap-2 Maneuver	~ 124	-	-
Stage 1	432	-	-
Stage 2	474	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 664.6	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	762	-	132	-	-
HCM Lane V/C Ratio	0.014	-	2.306	-	-
HCM Control Delay (s)	9.8	-	\$ 664.6	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	25.9	-	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	0	655	780	0
Future Vol, veh/h	0	0	0	655	780	0
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	13	13	13	13
Mvmt Flow	0	0	0	712	848	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1560	848	848	0	-	0
Stage 1	848	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.23	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-	-
Pot Cap-1 Maneuver	123	361	744	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	123	361	744	-	-	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	486	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	744	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	15	10	645	10	5	775
Future Vol, veh/h	15	10	645	10	5	775
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	13	13	13	13
Mvmt Flow	16	11	701	11	5	842

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1560	707	0	0	712	0
Stage 1	707	-	-	-	-	-
Stage 2	853	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.23	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.317	-
Pot Cap-1 Maneuver	123	435	-	-	839	-
Stage 1	489	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	122	435	-	-	839	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	30		0		0.1
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	171	839
HCM Lane V/C Ratio	-	-	0.159	0.006
HCM Control Delay (s)	-	-	30	9.3
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.6	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	5	0	655	790	0
Future Vol, veh/h	0	5	0	655	790	0
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	13	13	13	13
Mvmt Flow	0	5	0	712	859	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1571	859	859	0	-	0
Stage 1	859	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.23	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-	-
Pot Cap-1 Maneuver	122	356	737	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	486	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	356	737	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	486	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	737	-	356	-	-
HCM Lane V/C Ratio	-	-	0.015	-	-
HCM Control Delay (s)	0	-	15.3	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	0	650	795	0
Future Vol, veh/h	5	0	0	650	795	0
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	13	13	13	13
Mvmt Flow	5	0	0	707	864	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1571	864	0
Stage 1	864	-	-
Stage 2	707	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	122	354	0
Stage 1	413	-	0
Stage 2	489	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	122	354	-
Mov Cap-2 Maneuver	122	-	-
Stage 1	413	-	-
Stage 2	489	-	-

Approach	EB	NB	SB
HCM Control Delay, s	35.9	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	122	-	-
HCM Lane V/C Ratio	-	0.045	-	-
HCM Control Delay (s)	-	35.9	-	-
HCM Lane LOS	-	E	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↑
Traffic Vol, veh/h	10	0	650	5	0	795
Future Vol, veh/h	10	0	650	5	0	795
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	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	11	0	707	5	0	864

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1571	707	0	0	-	-
Stage 1	707	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	122	435	-	-	0	-
Stage 1	489	-	-	-	0	-
Stage 2	413	-	-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	122	435	-	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	489	-	-	-	-	-
Stage 2	413	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	37.4		0		0
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 122	-
HCM Lane V/C Ratio	-	- 0.089	-
HCM Control Delay (s)	-	- 37.4	-
HCM Lane LOS	-	- E	-
HCM 95th %tile Q(veh)	-	- 0.3	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	↗
Traffic Vol, veh/h	25	5	5	630	800	5
Future Vol, veh/h	25	5	5	630	800	5
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	13	13
Mvmt Flow	27	5	5	685	870	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1566	870	870	0	0
Stage 1	870	-	-	-	-
Stage 2	696	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	122	351	746	-	-
Stage 1	410	-	-	-	-
Stage 2	495	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	121	351	746	-	-
Mov Cap-2 Maneuver	121	-	-	-	-
Stage 1	410	-	-	-	-
Stage 2	490	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	39.6	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	746	-	136	-	-
HCM Lane V/C Ratio	0.007	-	0.24	-	-
HCM Control Delay (s)	9.9	-	39.6	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.9	-	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	15	5	0	620	800	5
Future Vol, veh/h	15	5	0	620	800	5
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	-	-	-	-	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	16	5	0	674	870	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1544	870	870	0	0
Stage 1	870	-	-	-	-
Stage 2	674	-	-	-	-
Critical Hdwy	7.12	6.22	4.19	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	94	351	746	-	-
Stage 1	346	-	-	-	-
Stage 2	444	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	94	351	746	-	-
Mov Cap-2 Maneuver	94	-	-	-	-
Stage 1	346	-	-	-	-
Stage 2	444	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	43.5	0	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	746	-	115	-	-
HCM Lane V/C Ratio	-	-	0.189	-	-
HCM Control Delay (s)	0	-	43.5	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.7	-	-

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	45	25	10	575	785	20
Future Vol, veh/h	45	25	10	575	785	20
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	9	9	9	9
Mvmt Flow	49	27	11	625	853	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1511	864	875 0
Stage 1	864	-	- -
Stage 2	647	-	- -
Critical Hdwy	6.42	6.22	4.19 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.281 -
Pot Cap-1 Maneuver	132	354	743 -
Stage 1	413	-	- -
Stage 2	521	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	129	354	743 -
Mov Cap-2 Maneuver	129	-	- -
Stage 1	413	-	- -
Stage 2	509	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	43.4	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	743	-	167	-	-
HCM Lane V/C Ratio	0.015	-	0.456	-	-
HCM Control Delay (s)	9.9	0	43.4	-	-
HCM Lane LOS	A	A	E	-	-
HCM 95th %tile Q(veh)	0	-	2.1	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	20	5	580	5	0	810
Future Vol, veh/h	20	5	580	5	0	810
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	2
Mvmt Flow	22	5	630	5	0	880

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1510	630	0	0	630	0
Stage 1	630	-	-	-	-	-
Stage 2	880	-	-	-	-	-
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	133	482	-	-	952	-
Stage 1	531	-	-	-	-	-
Stage 2	406	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	133	482	-	-	952	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	531	-	-	-	-	-
Stage 2	406	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	32.9		0		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 156	952	-
HCM Lane V/C Ratio	-	- 0.174	-	-
HCM Control Delay (s)	-	- 32.9	0	-
HCM Lane LOS	-	- D	A	-
HCM 95th %tile Q(veh)	-	- 0.6	0	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	5	20	10	580	830	0
Future Vol, veh/h	5	20	10	580	830	0
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	9	9	9	9
Mvmt Flow	5	22	11	630	902	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1554	902	902	0	-	0
Stage 1	902	-	-	-	-	-
Stage 2	652	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	125	336	725	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	336	725	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	396	-	-	-	-	-
Stage 2	506	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.2	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	725	-	249	-	-
HCM Lane V/C Ratio	0.015	-	0.109	-	-
HCM Control Delay (s)	10	0	21.2	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↖
Traffic Vol, veh/h	15	0	590	5	0	850
Future Vol, veh/h	15	0	590	5	0	850
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	-	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	16	0	641	5	0	924

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1565	641	0	0	641	0
Stage 1	641	-	-	-	-	-
Stage 2	924	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	123	475	-	-	911	-
Stage 1	525	-	-	-	-	-
Stage 2	387	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	123	475	-	-	911	-
Mov Cap-2 Maneuver	123	-	-	-	-	-
Stage 1	525	-	-	-	-	-
Stage 2	387	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	38.7		0		0
HCM LOS	E				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 123	911	-
HCM Lane V/C Ratio	-	- 0.133	-	-
HCM Control Delay (s)	-	- 38.7	0	-
HCM Lane LOS	-	- E	A	-
HCM 95th %tile Q(veh)	-	- 0.4	0	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	↑	↑
Traffic Vol, veh/h	5	5	5	590	865	0
Future Vol, veh/h	5	5	5	590	865	0
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	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	5	5	5	641	940	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1592	940	0
Stage 1	940	-	-
Stage 2	652	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	118	320	701
Stage 1	380	-	-
Stage 2	518	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	117	320	701
Mov Cap-2 Maneuver	117	-	-
Stage 1	380	-	-
Stage 2	512	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.5	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	701	-	171	-	-
HCM Lane V/C Ratio	0.008	-	0.064	-	-
HCM Control Delay (s)	10.2	0	27.5	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	X	
Traffic Vol, veh/h	10	10	5	585	870	0
Future Vol, veh/h	10	10	5	585	870	0
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	9	9	9	9
Mvmt Flow	11	11	5	636	946	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1593	946	946	0	-	0
Stage 1	946	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	118	317	698	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	117	317	698	-	-	-
Mov Cap-2 Maneuver	117	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	515	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.1	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	698	-	171	-	-
HCM Lane V/C Ratio	0.008	-	0.127	-	-
HCM Control Delay (s)	10.2	0	29.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	50	20	570	120	35	845
Future Vol, veh/h	50	20	570	120	35	845
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, %	5	5	9	9	9	9
Mvmt Flow	54	22	620	130	38	918

























Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1680	685	0
Stage 1	685	-	-
Stage 2	995	-	-
Critical Hdwy	6.45	6.25	4.19
Critical Hdwy Stg 1	5.45	-	-
Critical Hdwy Stg 2	5.45	-	-
Follow-up Hdwy	3.545	3.345	2.281
Pot Cap-1 Maneuver	102	443	828
Stage 1	495	-	-
Stage 2	353	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	92	443	828
Mov Cap-2 Maneuver	92	-	-
Stage 1	495	-	-
Stage 2	320	-	-

Approach	WB	NB	SB
HCM Control Delay, s	77.8	0	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 119	828	-
HCM Lane V/C Ratio	-	- 0.639	0.046	-
HCM Control Delay (s)	-	- 77.8	9.6	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 3.3	0.1	-

HCM 2010 Signalized Intersection Summary
27: SR 92 & E Paulding Dr

No Build 2026 AM
06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	440	345	30	190	90	205	540	40	220	565	110
Future Volume (veh/h)	60	440	345	30	190	90	205	540	40	220	565	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776	1776	1776	1776	1743	1743	1900	1743	1743	1743
Adj Flow Rate, veh/h	71	518	0	33	209	0	220	581	0	227	582	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	7	7	7	7	7	7	9	9	9	9	9	9
Cap, veh/h	377	526	439	150	499	424	302	665	0	309	685	574
Arrive On Green	0.05	0.30	0.00	0.04	0.28	0.00	0.09	0.38	0.00	0.10	0.39	0.00
Sat Flow, veh/h	1691	1776	1509	1691	1776	1509	1660	1743	0	1660	1743	1482
Grp Volume(v), veh/h	71	518	0	33	209	0	220	581	0	227	582	0
Grp Sat Flow(s),veh/h/ln	1691	1776	1509	1691	1776	1509	1660	1743	0	1660	1743	1482
Q Serve(g_s), s	2.6	25.4	0.0	1.2	8.4	0.0	7.1	27.1	0.0	7.2	26.7	0.0
Cycle Q Clear(g_c), s	2.6	25.4	0.0	1.2	8.4	0.0	7.1	27.1	0.0	7.2	26.7	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	377	526	439	150	499	424	302	665	0	309	685	574
V/C Ratio(X)	0.19	0.98	0.00	0.22	0.42	0.00	0.73	0.87	0.00	0.74	0.85	0.00
Avail Cap(c_a), veh/h	396	526	439	193	524	445	302	665	0	309	685	574
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	20.8	30.7	0.0	24.2	25.7	0.0	19.2	25.2	0.0	19.1	24.3	0.0
Incr Delay (d2), s/veh	0.2	35.2	0.0	0.7	0.6	0.0	8.5	14.8	0.0	8.8	12.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	17.5	0.0	0.6	4.2	0.0	3.9	15.6	0.0	4.0	15.2	0.0
LnGrp Delay(d),s/veh	21.0	65.9	0.0	25.0	26.3	0.0	27.7	40.0	0.0	28.0	36.8	0.0
LnGrp LOS	C	E		C	C		C	D		C	D	
Approach Vol, veh/h		589			242			801			809	
Approach Delay, s/veh		60.5			26.1			36.6			34.3	
Approach LOS		E			C			D			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	37.5	7.3	30.0	12.0	38.5	8.6	28.6				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	8.5	33.0	5.0	25.5	7.5	34.0	5.1	25.4				
Max Q Clear Time (g_c+I1), s	9.2	29.1	3.2	27.4	9.1	28.7	4.6	10.4				
Green Ext Time (p_c), s	0.0	2.3	0.0	0.0	0.0	3.0	0.0	3.7				
Intersection Summary												
HCM 2010 Ctrl Delay				40.6								
HCM 2010 LOS				D								

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	0	0	785	20	20	920
Future Vol, veh/h	0	0	785	20	20	920
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	255	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	0	0	844	22	22	1000

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1887	844	0	-	844	0
Stage 1	844	-	-	-	-	-
Stage 2	1043	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	77	363	-	0	763	-
Stage 1	422	-	-	0	-	-
Stage 2	339	-	-	0	-	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver	75	363	-	-	763	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	422	-	-	-	-	-
Stage 2	329	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	763
HCM Lane V/C Ratio	-	-	-	0.028
HCM Control Delay (s)	-	0	0	9.9
HCM Lane LOS	-	A	A	A
HCM 95th %tile Q(veh)	-	-	-	0.1

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Dallas Rd	I	50	9.3	67.0	76.3	0.09	4.4	F
E Paulding Dr	I	50	91.4	47.9	139.3	1.27	32.8	C
Due West Road	I	55	89.5	16.7	106.2	1.37	46.4	A
SR 92	I	54	137.3	13.4	150.7	2.07	49.5	A
Total	I		327.5	145.0	472.5	4.80	36.6	B

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedarcrest Road	I	30	20.3	233.0	253.3	0.15	2.1	F
Due West Street	I	55	156.3	10.0	166.3	2.39	51.7	A
E Paulding Dr	I	54	109.4	36.6	146.0	1.65	40.7	B
Dallas Rd	I	50	91.4	121.6	213.0	1.27	21.5	D
Total	I		377.4	401.2	778.6	5.46	25.2	D

Intersection

Int Delay, s/veh 51.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			↑
Traffic Vol, veh/h	20	350	655	35	235	615
Future Vol, veh/h	20	350	655	35	235	615
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	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, %	8	8	8	8	10	10
Mvmt Flow	22	380	712	38	255	668

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1891	712	0	0	712	0
Stage 1	712	-	-	-	-	-
Stage 2	1179	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.2	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.29	-
Pot Cap-1 Maneuver	74	422	-	-	852	-
Stage 1	475	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	39	422	-	-	852	-
Mov Cap-2 Maneuver	39	-	-	-	-	-
Stage 1	475	-	-	-	-	-
Stage 2	149	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	259.2		0		3
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 276	852	-
HCM Lane V/C Ratio	-	- 1.457	0.3	-
HCM Control Delay (s)	-	- 259.2	11	-
HCM Lane LOS	-	- F	B	-
HCM 95th %tile Q(veh)	-	- 22.5	1.3	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	5	5	5	685	625	10
Future Vol, veh/h	5	5	5	685	625	10
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	-	-	-	-	145
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	5	5	5	745	679	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1434	679	0
Stage 1	679	-	-
Stage 2	755	-	-
Critical Hdwy	6.42	6.22	4.18
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.272
Pot Cap-1 Maneuver	147	452	886
Stage 1	504	-	-
Stage 2	464	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	146	452	886
Mov Cap-2 Maneuver	146	-	-
Stage 1	504	-	-
Stage 2	459	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.1	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	886	-	221	-	-
HCM Lane V/C Ratio	0.006	-	0.049	-	-
HCM Control Delay (s)	9.1	0	22.1	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	0	10	690	625	5
Future Vol, veh/h	0	0	10	690	625	5
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	8	8	8	8
Mvmt Flow	0	0	11	750	679	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1454	682	685	0	-	0
Stage 1	682	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	143	450	881	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	456	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	140	450	881	-	-	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	502	-	-	-	-	-
Stage 2	446	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	881	-	-	-	-
HCM Lane V/C Ratio	0.012	-	-	-	-
HCM Control Delay (s)	9.1	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗			↖	↗
Traffic Vol, veh/h	20	0	20	0	0	5	35	675	5	0	605	20
Future Vol, veh/h	20	0	20	0	0	5	35	675	5	0	605	20
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	-	-	-	-	-	-	250	-	-	-	-	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	8	8	8	8	8	8
Mvmt Flow	22	0	22	0	0	5	38	734	5	0	658	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1473	1473	658	1481	1471	736	658	0	0	739	0	0
Stage 1	658	658	-	813	813	-	-	-	-	-	-	-
Stage 2	815	815	-	668	658	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.18	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.272	-	-
Pot Cap-1 Maneuver	105	127	464	103	127	419	902	-	-	841	-	-
Stage 1	453	461	-	372	392	-	-	-	-	-	-	-
Stage 2	371	391	-	448	461	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	100	122	464	95	122	419	902	-	-	841	-	-
Mov Cap-2 Maneuver	100	122	-	95	122	-	-	-	-	-	-	-
Stage 1	434	461	-	356	375	-	-	-	-	-	-	-
Stage 2	351	375	-	427	461	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	34.4	13.7	0.4	0
HCM LOS	D	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	165	419	841	-
HCM Lane V/C Ratio	0.042	-	-	0.264	0.013	-	-
HCM Control Delay (s)	9.2	-	-	34.4	13.7	0	-
HCM Lane LOS	A	-	-	D	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1	0	0	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	
Traffic Vol, veh/h	0	0	0	715	625	0
Future Vol, veh/h	0	0	0	715	625	0
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	0	0	777	679	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1456	679	0
Stage 1	679	-	-
Stage 2	777	-	-
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	143	452	913
Stage 1	504	-	-
Stage 2	453	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	143	452	913
Mov Cap-2 Maneuver	143	-	-
Stage 1	504	-	-
Stage 2	453	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	913	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	4	
Traffic Vol, veh/h	0	15	15	715	625	0
Future Vol, veh/h	0	15	15	715	625	0
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	8	8	8	8
Mvmt Flow	0	16	16	777	679	0























Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1489	679	0
Stage 1	679	-	-
Stage 2	810	-	-
Critical Hdwy	6.42	6.22	4.18
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.272
Pot Cap-1 Maneuver	136	452	886
Stage 1	504	-	-
Stage 2	438	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	132	452	886
Mov Cap-2 Maneuver	132	-	-
Stage 1	504	-	-
Stage 2	424	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	886	-	452	-	-
HCM Lane V/C Ratio	0.018	-	0.036	-	-
HCM Control Delay (s)	9.1	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

HCM 2010 Signalized Intersection Summary
 11: SR 92 & Due West Street/Due West Road

No Build 2026 PM
 06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	5	10	580	15	210	10	520	260	185	450	5
Future Volume (veh/h)	0	5	10	580	15	210	10	520	260	185	450	5
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1743	1900	1743	1743	1743	1727	1727	1727	1759	1759	1759
Adj Flow Rate, veh/h	0	5	11	630	16	228	11	565	283	201	489	5
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	1
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, %	9	9	9	9	9	9	10	10	10	8	8	8
Cap, veh/h	0	216	476	644	776	659	288	589	501	217	818	695
Arrive On Green	0.00	0.44	0.44	0.44	0.44	0.44	0.34	0.34	0.34	0.08	0.47	0.47
Sat Flow, veh/h	0	486	1069	1302	1743	1482	834	1727	1468	1675	1759	1495
Grp Volume(v), veh/h	0	0	16	630	16	228	11	565	283	201	489	5
Grp Sat Flow(s),veh/h/ln	0	0	1555	1302	1743	1482	834	1727	1468	1675	1759	1495
Q Serve(g_s), s	0.0	0.0	0.6	43.9	0.5	10.1	1.0	32.0	15.7	7.6	20.6	0.2
Cycle Q Clear(g_c), s	0.0	0.0	0.6	44.5	0.5	10.1	9.2	32.0	15.7	7.6	20.6	0.2
Prop In Lane	0.00		0.69	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	0	692	644	776	659	288	589	501	217	818	695
V/C Ratio(X)	0.00	0.00	0.02	0.98	0.02	0.35	0.04	0.96	0.57	0.93	0.60	0.01
Avail Cap(c_a), veh/h	0	0	692	644	776	659	288	589	501	217	818	695
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	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	0.0	0.0	15.6	30.1	15.5	18.2	27.8	32.3	26.9	24.3	19.8	14.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	30.0	0.0	0.3	0.2	28.3	4.6	41.2	3.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.3	22.7	0.3	4.1	0.2	19.9	7.0	5.9	10.6	0.1
LnGrp Delay(d),s/veh	0.0	0.0	15.6	60.0	15.6	18.5	28.1	60.6	31.5	65.4	23.0	14.4
LnGrp LOS			B	E	B	B	C	E	C	E	C	B
Approach Vol, veh/h		16			874			859			695	
Approach Delay, s/veh		15.6			48.4			50.6			35.2	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	38.6		49.0		51.0		49.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.9	34.1		44.5		46.5		44.5				
Max Q Clear Time (g_c+I1), s	9.6	34.0		2.6		22.6		46.5				
Green Ext Time (p_c), s	0.0	0.0		3.9		7.5		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				45.2								
HCM 2010 LOS				D								

Intersection

Int Delay, s/veh 29.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘		↘	↗	↗	↗
Traffic Vol, veh/h	160	25	40	630	665	375
Future Vol, veh/h	160	25	40	630	665	375
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	-	110	-	-	485
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	10	10	10	10
Mvmt Flow	174	27	43	685	723	408

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1495	723	723	0	-	0
Stage 1	723	-	-	-	-	-
Stage 2	772	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.2	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.29	-	-	-
Pot Cap-1 Maneuver	~ 133	420	844	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	449	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 126	420	844	-	-	-
Mov Cap-2 Maneuver	~ 126	-	-	-	-	-
Stage 1	473	-	-	-	-	-
Stage 2	426	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	295.6	0.6	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	844	-	139	-	-
HCM Lane V/C Ratio	0.052	-	1.447	-	-
HCM Control Delay (s)	9.5	-	295.6	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0.2	-	13.4	-	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	5	670	690	0
Future Vol, veh/h	0	0	5	670	690	0
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	10	10	10	10
Mvmt Flow	0	0	5	728	750	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1489	750	750	0	-	0
Stage 1	750	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-	-
Pot Cap-1 Maneuver	136	411	824	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	135	411	824	-	-	-
Mov Cap-2 Maneuver	135	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	467	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	824	-	-	-	-
HCM Lane V/C Ratio	0.007	-	-	-	-
HCM Control Delay (s)	9.4	0	0	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	10	10	665	10	10	680
Future Vol, veh/h	10	10	665	10	10	680
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	10	10	10	10
Mvmt Flow	11	11	723	11	11	739

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1489	728	0	0	734	0
Stage 1	728	-	-	-	-	-
Stage 2	761	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.2	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.29	-
Pot Cap-1 Maneuver	136	423	-	-	836	-
Stage 1	478	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	133	423	-	-	836	-
Mov Cap-2 Maneuver	133	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	451	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	25		0		0.1
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	202	836
HCM Lane V/C Ratio	-	-	0.108	0.013
HCM Control Delay (s)	-	-	25	9.4
HCM Lane LOS	-	-	D	A
HCM 95th %tile Q(veh)	-	-	0.4	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			+	+	
Traffic Vol, veh/h	5	0	0	670	685	5
Future Vol, veh/h	5	0	0	670	685	5
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	10	10	10	10
Mvmt Flow	5	0	0	728	745	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1475	747	750
Stage 1	747	-	-
Stage 2	728	-	-
Critical Hdwy	6.42	6.22	4.2
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.29
Pot Cap-1 Maneuver	139	413	824
Stage 1	468	-	-
Stage 2	478	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	139	413	824
Mov Cap-2 Maneuver	139	-	-
Stage 1	468	-	-
Stage 2	478	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	824	-	139	-	-
HCM Lane V/C Ratio	-	-	0.039	-	-
HCM Control Delay (s)	0	-	32	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	5	665	680	5
Future Vol, veh/h	5	0	5	665	680	5
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	10	10	10	10
Mvmt Flow	5	0	5	723	739	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1476	742	745 0
Stage 1	742	-	- -
Stage 2	734	-	- -
Critical Hdwy	7.12	6.22	4.2 -
Critical Hdwy Stg 1	6.12	-	- -
Critical Hdwy Stg 2	6.12	-	- -
Follow-up Hdwy	3.518	3.318	2.29 -
Pot Cap-1 Maneuver	104	416	828 -
Stage 1	408	-	- -
Stage 2	412	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	103	416	828 -
Mov Cap-2 Maneuver	103	-	- -
Stage 1	404	-	- -
Stage 2	408	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	41.9	0.1	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	828	-	103	-	-
HCM Lane V/C Ratio	0.007	-	0.053	-	-
HCM Control Delay (s)	9.4	-	41.9	-	-
HCM Lane LOS	A	-	E	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	5	0	670	15	0	680
Future Vol, veh/h	5	0	670	15	0	680
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	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	10	10	10	10
Mvmt Flow	5	0	728	16	0	739

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1467	728	0	0	-	-
Stage 1	728	-	-	-	-	-
Stage 2	739	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	141	423	-	-	0	-
Stage 1	478	-	-	-	0	-
Stage 2	472	-	-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	141	423	-	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	478	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	31.6		0		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 141	-
HCM Lane V/C Ratio	-	- 0.039	-
HCM Control Delay (s)	-	- 31.6	-
HCM Lane LOS	-	- D	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	↗
Traffic Vol, veh/h	15	5	0	670	655	30
Future Vol, veh/h	15	5	0	670	655	30
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	16	5	0	728	712	33

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1440	712	0
Stage 1	712	-	-
Stage 2	728	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	146	432	0
Stage 1	486	-	0
Stage 2	478	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	146	432	-
Mov Cap-2 Maneuver	146	-	-
Stage 1	486	-	-
Stage 2	478	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.5	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	175	-	-
HCM Lane V/C Ratio	-	0.124	-	-
HCM Control Delay (s)	-	28.5	-	-
HCM Lane LOS	-	D	-	-
HCM 95th %tile Q(veh)	-	0.4	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	5	0	10	665	650	10
Future Vol, veh/h	5	0	10	665	650	10
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	-	-	-	-	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	5	0	11	723	707	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1452	707	707	0	0
Stage 1	707	-	-	-	-
Stage 2	745	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	144	435	864	-	-
Stage 1	489	-	-	-	-
Stage 2	469	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	141	435	864	-	-
Mov Cap-2 Maneuver	141	-	-	-	-
Stage 1	489	-	-	-	-
Stage 2	459	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	31.6	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	141	-	-
HCM Lane V/C Ratio	0.013	-	0.039	-	-
HCM Control Delay (s)	9.2	0	31.6	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	20	20	45	655	615	35
Future Vol, veh/h	20	20	45	655	615	35
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	8	8	8	8
Mvmt Flow	22	22	49	712	668	38

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1497	687	707	0	-	0
Stage 1	687	-	-	-	-	-
Stage 2	810	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	135	447	864	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	438	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	122	447	864	-	-	-
Mov Cap-2 Maneuver	122	-	-	-	-	-
Stage 1	499	-	-	-	-	-
Stage 2	397	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	29.2	0.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	864	-	192	-	-
HCM Lane V/C Ratio	0.057	-	0.226	-	-
HCM Control Delay (s)	9.4	0	29.2	-	-
HCM Lane LOS	A	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	0.8	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	10	5	695	20	10	625
Future Vol, veh/h	10	5	695	20	10	625
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	8	8
Mvmt Flow	11	5	755	22	11	679

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1456	755	0	0	755	0
Stage 1	755	-	-	-	-	-
Stage 2	701	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.18	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	143	409	-	-	829	-
Stage 1	464	-	-	-	-	-
Stage 2	492	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	140	409	-	-	829	-
Mov Cap-2 Maneuver	140	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	482	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	27.1		0		0.1
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 179	829	-
HCM Lane V/C Ratio	-	- 0.091	0.013	-
HCM Control Delay (s)	-	- 27.1	9.4	0
HCM Lane LOS	-	- D	A	A
HCM 95th %tile Q(veh)	-	- 0.3	0	-

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↕	
Traffic Vol, veh/h	10	15	25	705	620	15
Future Vol, veh/h	10	15	25	705	620	15
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	9	9	9	9
Mvmt Flow	11	16	27	766	674	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1503	682	690 0
Stage 1	682	-	- -
Stage 2	821	-	- -
Critical Hdwy	6.42	6.22	4.19 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.318	2.281 -
Pot Cap-1 Maneuver	134	450	873 -
Stage 1	502	-	- -
Stage 2	432	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	127	450	873 -
Mov Cap-2 Maneuver	127	-	- -
Stage 1	502	-	- -
Stage 2	409	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	23.4	0.3	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	873	-	223	-	-
HCM Lane V/C Ratio	0.031	-	0.122	-	-
HCM Control Delay (s)	9.3	0	23.4	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↖
Traffic Vol, veh/h	5	0	730	10	0	635
Future Vol, veh/h	5	0	730	10	0	635
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	-	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	5	0	793	11	0	690

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1483	793	0	0	793	0
Stage 1	793	-	-	-	-	-
Stage 2	690	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	138	389	-	-	798	-
Stage 1	446	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	389	-	-	798	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	446	-	-	-	-	-
Stage 2	498	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	32.2		0		0
HCM LOS	D				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 138	798	-
HCM Lane V/C Ratio	-	- 0.039	-	-
HCM Control Delay (s)	-	- 32.2	0	-
HCM Lane LOS	-	- D	A	-
HCM 95th %tile Q(veh)	-	- 0.1	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			4	↑	↑
Traffic Vol, veh/h	0	5	5	740	635	5
Future Vol, veh/h	0	5	5	740	635	5
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	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	5	5	804	690	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1505	690	690	0	-	0
Stage 1	690	-	-	-	-	-
Stage 2	815	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	133	445	873	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	435	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	132	445	873	-	-	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	498	-	-	-	-	-
Stage 2	431	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	873	-	445	-	-
HCM Lane V/C Ratio	0.006	-	0.012	-	-
HCM Control Delay (s)	9.2	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	10	10	745	635	5
Future Vol, veh/h	0	10	10	745	635	5
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	9	9	9	9
Mvmt Flow	0	11	11	810	690	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1525	693	696	0	-	0
Stage 1	693	-	-	-	-	-
Stage 2	832	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	130	443	868	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	427	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	443	868	-	-	-
Mov Cap-2 Maneuver	127	-	-	-	-	-
Stage 1	496	-	-	-	-	-
Stage 2	417	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	868	-	443	-	-
HCM Lane V/C Ratio	0.013	-	0.025	-	-
HCM Control Delay (s)	9.2	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 55.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	175	60	695	85	10	635
Future Vol, veh/h	175	60	695	85	10	635
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, %	7	7	9	9	9	9
Mvmt Flow	190	65	755	92	11	690

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1514	802	0	0	848	0
Stage 1	802	-	-	-	-	-
Stage 2	712	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.19	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.281	-
Pot Cap-1 Maneuver	~ 128	376	-	-	760	-
Stage 1	433	-	-	-	-	-
Stage 2	477	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 125	376	-	-	760	-
Mov Cap-2 Maneuver	~ 125	-	-	-	-	-
Stage 1	433	-	-	-	-	-
Stage 2	466	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 390.3		0		0.2
HCM LOS	F				

























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 151	760	-
HCM Lane V/C Ratio	-	- 1.692	0.014	-
HCM Control Delay (s)	-	-\$ 390.3	9.8	0
HCM Lane LOS	-	- F	A	A
HCM 95th %tile Q(veh)	-	- 18.3	0	-

Notes

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

HCM 2010 Signalized Intersection Summary
27: SR 92 & E Paulding Dr

No Build 2026 PM
06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	270	200	40	480	145	270	590	30	115	630	65
Future Volume (veh/h)	45	270	200	40	480	145	270	590	30	115	630	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1759	1759	1759	1759	1759	1759	1743	1743	1900	1743	1743	1743
Adj Flow Rate, veh/h	53	318	0	44	527	0	290	634	0	119	649	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	9	9	9	9	9	9
Cap, veh/h	129	536	449	272	532	452	306	812	0	277	675	567
Arrive On Green	0.04	0.30	0.00	0.04	0.30	0.00	0.14	0.47	0.00	0.06	0.39	0.00
Sat Flow, veh/h	1675	1759	1495	1675	1759	1495	1660	1743	0	1660	1743	1482
Grp Volume(v), veh/h	53	318	0	44	527	0	290	634	0	119	649	0
Grp Sat Flow(s),veh/h/ln	1675	1759	1495	1675	1759	1495	1660	1743	0	1660	1743	1482
Q Serve(g_s), s	2.6	18.3	0.0	2.1	35.6	0.0	15.0	36.4	0.0	5.1	43.3	0.0
Cycle Q Clear(g_c), s	2.6	18.3	0.0	2.1	35.6	0.0	15.0	36.4	0.0	5.1	43.3	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	129	536	449	272	532	452	306	812	0	277	675	567
V/C Ratio(X)	0.41	0.59	0.00	0.16	0.99	0.00	0.95	0.78	0.00	0.43	0.96	0.00
Avail Cap(c_a), veh/h	141	536	449	290	532	452	306	812	0	277	675	567
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.1	35.2	0.0	28.2	41.4	0.0	34.1	26.7	0.0	23.4	35.7	0.0
Incr Delay (d2), s/veh	2.1	1.8	0.0	0.3	36.7	0.0	37.7	7.3	0.0	1.1	26.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	9.1	0.0	1.0	22.7	0.0	12.6	19.1	0.0	2.4	25.7	0.0
LnGrp Delay(d),s/veh	34.2	36.9	0.0	28.5	78.1	0.0	71.8	34.1	0.0	24.4	62.2	0.0
LnGrp LOS	C	D		C	E		E	C		C	E	
Approach Vol, veh/h		371			571			924			768	
Approach Delay, s/veh		36.5			74.3			45.9			56.3	
Approach LOS		D			E			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.0	59.5	8.3	40.3	20.4	50.1	8.6	40.0				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	6.5	55.0	5.1	35.4	15.9	45.6	5.0	35.5				
Max Q Clear Time (g_c+I1), s	7.1	38.4	4.1	20.3	17.0	45.3	4.6	37.6				
Green Ext Time (p_c), s	0.0	7.2	0.0	4.3	0.0	0.2	0.0	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			53.8									
HCM 2010 LOS			D									

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	15	15	875	15	15	855
Future Vol, veh/h	15	15	875	15	15	855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	255	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	6	6	9	9
Mvmt Flow	30	30	941	16	16	929

Major/Minor	Minor1	Minor2	Major1	Major2	Major3	Major4
Conflicting Flow All	1903	941	0	-	941	0
Stage 1	941	-	-	-	-	-
Stage 2	962	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	76	319	-	0	701	-
Stage 1	380	-	-	0	-	-
Stage 2	371	-	-	0	-	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver	74	319	-	-	701	-
Mov Cap-2 Maneuver	74	-	-	-	-	-
Stage 1	380	-	-	-	-	-
Stage 2	363	-	-	-	-	-

Approach	WB	WB	NB	SB
HCM Control Delay, s	50.5		0	0.2
HCM LOS	F			

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	74	319	701
HCM Lane V/C Ratio	-	0.405	0.094	0.023
HCM Control Delay (s)	-	83.5	17.5	10.3
HCM Lane LOS	-	F	C	B
HCM 95th %tile Q(veh)	-	1.6	0.3	0.1

 Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Dallas Rd	I	50	9.3	137.3	146.6	0.09	2.3	F
E Paulding Dr	I	50	91.4	37.1	128.5	1.27	35.6	B
Due West Road	I	55	89.5	62.3	151.8	1.37	32.5	C
SR 92	I	54	137.3	5.0	142.3	2.07	52.4	A
Total	I		327.5	241.7	569.2	4.80	30.4	C

 Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedarcrest Road	I	30	20.3	65.6	85.9	0.15	6.3	F
Due West Street	I	55	156.3	23.6	179.9	2.39	47.8	A
E Paulding Dr	I	54	109.4	61.0	170.4	1.65	34.8	B
Dallas Rd	I	50	91.4	63.7	155.1	1.27	29.5	C
Total	I		377.4	213.9	591.3	5.46	33.2	C

Intersection

Int Delay, s/veh 46.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	~Y		~P			~U
Traffic Vol, veh/h	35	405	870	95	605	1365
Future Vol, veh/h	35	405	870	95	605	1365
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	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, %	7	7	9	9	11	11
Mvmt Flow	38	440	946	103	658	1484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3745	946	0	0	946	0
Stage 1	946	-	-	-	-	-
Stage 2	2799	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.21	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.299	-
Pot Cap-1 Maneuver	~ 5	~ 310	-	-	690	-
Stage 1	370	-	-	-	-	-
Stage 2	42	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	0	~ 310	-	-	690	-
Mov Cap-2 Maneuver	0	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	0	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	290.3		0		14.8
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 310	690	-
HCM Lane V/C Ratio	-	- 1.543	0.953	-
HCM Control Delay (s)	-	- 290.3	48.1	-
HCM Lane LOS	-	- F	E	-
HCM 95th %tile Q(veh)	-	- 27.5	13.8	-

Notes

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

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	0	15	5	965	1400	0
Future Vol, veh/h	0	15	5	965	1400	0
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	-	-	-	-	145
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	5	1049	1522	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2582	1522	1522	0	0
Stage 1	1522	-	-	-	-
Stage 2	1060	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	28	146	418	-	-
Stage 1	199	-	-	-	-
Stage 2	333	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	27	146	418	-	-
Mov Cap-2 Maneuver	27	-	-	-	-
Stage 1	199	-	-	-	-
Stage 2	323	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	32.7	0.1	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	418	-	146	-	-
HCM Lane V/C Ratio	0.013	-	0.112	-	-
HCM Control Delay (s)	13.7	0	32.7	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	970	1415	0
Future Vol, veh/h	0	0	0	970	1415	0
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	9	9	9	9
Mvmt Flow	0	0	0	1054	1538	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2592	1538	1538	0	-	0
Stage 1	1538	-	-	-	-	-
Stage 2	1054	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	28	142	412	-	-	-
Stage 1	195	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	142	412	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	195	-	-	-	-	-
Stage 2	335	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	412	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 57.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↑	↑			↑	↑
Traffic Vol, veh/h	50	0	40	0	0	5	15	915	0	5	1395	15
Future Vol, veh/h	50	0	40	0	0	5	15	915	0	5	1395	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	-	-	-	-	-	-	250	-	-	-	-	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	9	9	9	9	9	9
Mvmt Flow	54	0	43	0	0	5	16	995	0	5	1516	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2557	2554	1516	2576	2554	995	1516	0	-	995	0	0
Stage 1	1527	1527	-	1027	1027	-	-	-	-	-	-	-
Stage 2	1030	1027	-	1549	1527	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.19	-	-	4.19	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.281	-	-	2.281	-	-
Pot Cap-1 Maneuver	~ 18	27	147	17	27	297	421	-	0	668	-	-
Stage 1	147	180	-	283	312	-	-	-	0	-	-	-
Stage 2	282	312	-	143	180	-	-	-	0	-	-	-
Platoon blocked, %								-			-	
Mov Cap-1 Maneuver	~ 16	25	147	11	25	297	421	-	-	668	-	-
Mov Cap-2 Maneuver	~ 16	25	-	11	25	-	-	-	-	-	-	-
Stage 1	141	171	-	272	300	-	-	-	-	-	-	-
Stage 2	266	300	-	96	171	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 1552.9	17.3	0.2	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	421	-	26	297	668	-	-
HCM Lane V/C Ratio	0.039	-	3.763	0.018	0.008	-	-
HCM Control Delay (s)	13.9	\$ 1552.9	17.3	10.4	0	-	-
HCM Lane LOS	B	-	F	C	B	A	-
HCM 95th %tile Q(veh)	0.1	-	12	0.1	0	-	-

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	↑	
Traffic Vol, veh/h	0	0	0	930	1435	0
Future Vol, veh/h	0	0	0	930	1435	0
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	0	0	1011	1560	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2571	1560	0
Stage 1	1560	-	-
Stage 2	1011	-	-
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	29	138	424
Stage 1	190	-	-
Stage 2	352	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	29	138	424
Mov Cap-2 Maneuver	29	-	-
Stage 1	190	-	-
Stage 2	352	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	424	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	15	5	0	915	1430	5
Future Vol, veh/h	15	5	0	915	1430	5
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	9	9	9	9
Mvmt Flow	16	5	0	995	1554	5













Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2552	1557	1560	0	0
Stage 1	1557	-	-	-	-
Stage 2	995	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	29	139	404	-	-
Stage 1	191	-	-	-	-
Stage 2	358	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	29	139	404	-	-
Mov Cap-2 Maneuver	29	-	-	-	-
Stage 1	191	-	-	-	-
Stage 2	358	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	203.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	404	-	36	-	-
HCM Lane V/C Ratio	-	-	0.604	-	-
HCM Control Delay (s)	0	-	203.3	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	2.1	-	-

HCM 2010 Signalized Intersection Summary
 11: SR 92 & Due West Street/Due West Road

No Build 2046 AM
 06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↖	↑	↗	↖	↑	↗
Traffic Volume (veh/h)	15	30	10	270	0	185	0	715	730	285	1135	15
Future Volume (veh/h)	15	30	10	270	0	185	0	715	730	285	1135	15
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1792	1900	1792	1792	1792	1681	1681	1681	1743	1743	1743
Adj Flow Rate, veh/h	16	33	11	293	0	201	0	777	793	310	1234	16
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	1
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, %	6	6	6	6	6	6	13	13	13	9	9	9
Cap, veh/h	108	207	61	357	385	327	65	929	790	299	1227	1043
Arrive On Green	0.21	0.21	0.21	0.21	0.00	0.21	0.00	0.55	0.55	0.11	0.70	0.70
Sat Flow, veh/h	311	963	286	1306	1792	1524	400	1681	1429	1660	1743	1482
Grp Volume(v), veh/h	60	0	0	293	0	201	0	777	793	310	1234	16
Grp Sat Flow(s),veh/h/ln	1561	0	0	1306	1792	1524	400	1681	1429	1660	1743	1482
Q Serve(g_s), s	0.0	0.0	0.0	20.5	0.0	13.1	0.0	42.3	60.8	12.1	77.4	0.4
Cycle Q Clear(g_c), s	3.1	0.0	0.0	23.6	0.0	13.1	0.0	42.3	60.8	12.1	77.4	0.4
Prop In Lane	0.27		0.18	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	376	0	0	357	385	327	65	929	790	299	1227	1043
V/C Ratio(X)	0.16	0.00	0.00	0.82	0.00	0.61	0.00	0.84	1.00	1.04	1.01	0.02
Avail Cap(c_a), veh/h	376	0	0	357	385	327	65	929	790	299	1227	1043
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	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	0.0	42.9	0.0	39.1	0.0	20.5	24.6	31.3	16.3	4.9
Incr Delay (d2), s/veh	0.2	0.0	0.0	14.2	0.0	3.4	0.0	8.8	33.0	61.5	27.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	10.3	0.0	5.8	0.0	21.7	30.9	14.2	45.7	0.2
LnGrp Delay(d),s/veh	35.3	0.0	0.0	57.0	0.0	42.5	0.0	29.3	57.6	92.8	43.5	4.9
LnGrp LOS	D			E		D		C	F	F	F	A
Approach Vol, veh/h		60			494			1570			1560	
Approach Delay, s/veh		35.3			51.1			43.6			52.9	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	16.6	65.3		28.1		81.9		28.1				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	12.1	60.8		23.6		77.4		23.6				
Max Q Clear Time (g_c+I1), s	14.1	62.8		5.1		79.4		25.6				
Green Ext Time (p_c), s	0.0	0.0		2.0		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				48.4								
HCM 2010 LOS				D								

Intersection

Int Delay, s/veh 1074

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	Y
Traffic Vol, veh/h	415	45	15	1030	1265	150
Future Vol, veh/h	415	45	15	1030	1265	150
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	-	110	-	-	485
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	451	49	16	1120	1375	163

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2527	1375	0
Stage 1	1375	-	-
Stage 2	1152	-	-
Critical Hdwy	6.42	6.22	4.23
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.317
Pot Cap-1 Maneuver	~ 30	178	465
Stage 1	~ 235	-	-
Stage 2	~ 301	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 29	178	465
Mov Cap-2 Maneuver	~ 29	-	-
Stage 1	~ 235	-	-
Stage 2	~ 291	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 6816.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	465	-	32	-	-
HCM Lane V/C Ratio	0.035	-	15.625	-	-
HCM Control Delay (s)	13	\$ 6816.8	-	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.1	-	61.5	-	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	0	1045	1310	0
Future Vol, veh/h	0	0	0	1045	1310	0
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	13	13	13	13
Mvmt Flow	0	0	0	1136	1424	0

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	2560	1424	1424	0	-	0
Stage 1	1424	-	-	-	-	-
Stage 2	1136	-	-	-	-	-
Critical Hdwy	7.12	6.22	4.23	-	-	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-	-
Pot Cap-1 Maneuver	18	166	445	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	18	166	445	-	-	-
Mov Cap-2 Maneuver	18	-	-	-	-	-
Stage 1	168	-	-	-	-	-
Stage 2	246	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	445	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	0	-	-
HCM Lane LOS	A	-	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	20	10	1035	10	5	1305
Future Vol, veh/h	20	10	1035	10	5	1305
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	13	13	13	13
Mvmt Flow	22	11	1125	11	5	1418

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2559	1130	0	0	1136	0
Stage 1	1130	-	-	-	-	-
Stage 2	1429	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.23	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.317	-
Pot Cap-1 Maneuver	29	248	-	-	577	-
Stage 1	308	-	-	-	-	-
Stage 2	221	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	28	248	-	-	577	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	308	-	-	-	-	-
Stage 2	212	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	239.8		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	40	577
HCM Lane V/C Ratio	-	-	0.815	0.009
HCM Control Delay (s)	-	-	239.8	11.3
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	3.1	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	5	0	1045	1325	0
Future Vol, veh/h	0	5	0	1045	1325	0
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	13	13	13	13
Mvmt Flow	0	5	0	1136	1440	0

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2576	1440	1440	0	0
Stage 1	1440	-	-	-	-
Stage 2	1136	-	-	-	-
Critical Hdwy	6.42	6.22	4.23	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.317	-	-
Pot Cap-1 Maneuver	28	163	439	-	-
Stage 1	218	-	-	-	-
Stage 2	306	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	28	163	439	-	-
Mov Cap-2 Maneuver	28	-	-	-	-
Stage 1	218	-	-	-	-
Stage 2	306	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	27.8	0	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	439	-	163	-	-
HCM Lane V/C Ratio	-	-	0.033	-	-
HCM Control Delay (s)	0	-	27.8	-	-
HCM Lane LOS	A	-	D	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	0	1040	1330	0
Future Vol, veh/h	5	0	0	1040	1330	0
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	13	13	13	13
Mvmt Flow	5	0	0	1130	1446	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2576	1446	0
Stage 1	1446	-	-
Stage 2	1130	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	28	161	0
Stage 1	217	-	0
Stage 2	308	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	28	161	-
Mov Cap-2 Maneuver	28	-	-
Stage 1	217	-	-
Stage 2	308	-	-

Approach	EB	NB	SB
HCM Control Delay, s	162.3	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	28	-	-
HCM Lane V/C Ratio	-	0.194	-	-
HCM Control Delay (s)	-	162.3	-	-
HCM Lane LOS	-	F	-	-
HCM 95th %tile Q(veh)	-	0.6	-	-

Intersection

Int Delay, s/veh 1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↕		↑	↗		↑
Traffic Vol, veh/h	15	0	1040	5	0	1330
Future Vol, veh/h	15	0	1040	5	0	1330
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	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	16	0	1130	5	0	1446

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2576	1130	0	0	-	-
Stage 1	1130	-	-	-	-	-
Stage 2	1446	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	28	248	-	-	0	-
Stage 1	308	-	-	-	0	-
Stage 2	217	-	-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	28	248	-	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	308	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	245.8		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 28	-
HCM Lane V/C Ratio	-	- 0.582	-
HCM Control Delay (s)	-	- 245.8	-
HCM Lane LOS	-	- F	-
HCM 95th %tile Q(veh)	-	- 1.8	-

Intersection

Int Delay, s/veh 6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	↑
Traffic Vol, veh/h	30	5	5	1015	1335	10
Future Vol, veh/h	30	5	5	1015	1335	10
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	13	13
Mvmt Flow	33	5	5	1103	1451	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2565	1451	1451	0	0
Stage 1	1451	-	-	-	-
Stage 2	1114	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	~ 29	160	446	-	-
Stage 1	215	-	-	-	-
Stage 2	314	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 28	160	446	-	-
Mov Cap-2 Maneuver	~ 28	-	-	-	-
Stage 1	215	-	-	-	-
Stage 2	305	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 409	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	446	-	32	-	-
HCM Lane V/C Ratio	0.012	-	1.189	-	-
HCM Control Delay (s)	13.2	-	\$ 409	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0	-	4.2	-	-

Notes

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

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	15	5	0	1005	1335	5
Future Vol, veh/h	15	5	0	1005	1335	5
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	-	-	-	-	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	16	5	0	1092	1451	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2543	1451	0
Stage 1	1451	-	-
Stage 2	1092	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	30	160	446
Stage 1	215	-	-
Stage 2	322	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	30	160	446
Mov Cap-2 Maneuver	30	-	-
Stage 1	215	-	-
Stage 2	322	-	-

Approach	EB	NB	SB
HCM Control Delay, s	186.9	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	446	-	38	-	-
HCM Lane V/C Ratio	-	-	0.572	-	-
HCM Control Delay (s)	0	-	186.9	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	2	-	-

Intersection

Int Delay, s/veh 55.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	X	
Traffic Vol, veh/h	75	45	15	930	1310	30
Future Vol, veh/h	75	45	15	930	1310	30
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	9	9	9	9
Mvmt Flow	82	49	16	1011	1424	33

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2483	1440	1457	0	0
Stage 1	1440	-	-	-	-
Stage 2	1043	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	~ 33	163	443	-	-
Stage 1	218	-	-	-	-
Stage 2	339	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 30	163	443	-	-
Mov Cap-2 Maneuver	~ 30	-	-	-	-
Stage 1	218	-	-	-	-
Stage 2	311	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 1115.1	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	443	-	43	-	-
HCM Lane V/C Ratio	0.037	-	3.033	-	-
HCM Control Delay (s)	13.4	\$ 1115.1	-	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	14.3	-	-

Notes

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

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	25	5	940	5	0	1355
Future Vol, veh/h	25	5	940	5	0	1355
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	2
Mvmt Flow	27	5	1022	5	0	1473

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2495	1022	0	0	1022	0
Stage 1	1022	-	-	-	-	-
Stage 2	1473	-	-	-	-	-
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	32	287	-	-	679	-
Stage 1	347	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	32	287	-	-	679	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	347	-	-	-	-	-
Stage 2	210	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	261.7		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 38	679	-
HCM Lane V/C Ratio	-	- 0.858	-	-
HCM Control Delay (s)	-	- 261.7	0	-
HCM Lane LOS	-	- F	A	-
HCM 95th %tile Q(veh)	-	- 3.2	0	-

Intersection

Int Delay, s/veh 0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	5	25	10	940	1380	0
Future Vol, veh/h	5	25	10	940	1380	0
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	9	9	9	9
Mvmt Flow	5	27	11	1022	1500	0

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	2543	1500	1500	0	-	0
Stage 1	1500	-	-	-	-	-
Stage 2	1043	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	30	150	427	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	28	150	427	-	-	-
Mov Cap-2 Maneuver	28	-	-	-	-	-
Stage 1	204	-	-	-	-	-
Stage 2	319	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	69.3	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	427	-	87	-	-
HCM Lane V/C Ratio	0.025	-	0.375	-	-
HCM Control Delay (s)	13.7	0	69.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	-	-

Intersection

Int Delay, s/veh 2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	20	0	950	5	0	1405
Future Vol, veh/h	20	0	950	5	0	1405
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	-	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	22	0	1033	5	0	1527

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2560	1033	0	0	1033	0
Stage 1	1033	-	-	-	-	-
Stage 2	1527	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	29	282	-	-	646	-
Stage 1	343	-	-	-	-	-
Stage 2	198	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	29	282	-	-	646	-
Mov Cap-2 Maneuver	29	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	198	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	285.1		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	29	646
HCM Lane V/C Ratio	-	-	0.75	-
HCM Control Delay (s)	-	-	285.1	0
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	2.4	0

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	5	10	5	950	1420	5
Future Vol, veh/h	5	10	5	950	1420	5
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	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	5	11	5	1033	1543	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2586	1543	0
Stage 1	1543	-	-
Stage 2	1043	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	28	141	411
Stage 1	194	-	-
Stage 2	339	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	27	141	411
Mov Cap-2 Maneuver	27	-	-
Stage 1	194	-	-
Stage 2	329	-	-

Approach	EB	NB	SB
HCM Control Delay, s	87.9	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	411	-	59	-	-
HCM Lane V/C Ratio	0.013	-	0.276	-	-
HCM Control Delay (s)	13.9	0	87.9	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	10	10	5	945	1430	0
Future Vol, veh/h	10	10	5	945	1430	0
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	9	9	9	9
Mvmt Flow	11	11	5	1027	1554	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2592	1554	0
Stage 1	1554	-	-
Stage 2	1038	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	28	139	407
Stage 1	192	-	-
Stage 2	341	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	27	139	407
Mov Cap-2 Maneuver	27	-	-
Stage 1	192	-	-
Stage 2	331	-	-

Approach	EB	NB	SB
HCM Control Delay, s	144.5	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	407	-	45	-	-
HCM Lane V/C Ratio	0.013	-	0.483	-	-
HCM Control Delay (s)	14	0	144.5	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.8	-	-

Intersection

Int Delay, s/veh 233.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	75	35	915	205	55	1385
Future Vol, veh/h	75	35	915	205	55	1385
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, %	5	5	9	9	9	9
Mvmt Flow	82	38	995	223	60	1505

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2731	1106	0	0	1217	0
Stage 1	1106	-	-	-	-	-
Stage 2	1625	-	-	-	-	-
Critical Hdwy	6.45	6.25	-	-	4.19	-
Critical Hdwy Stg 1	5.45	-	-	-	-	-
Critical Hdwy Stg 2	5.45	-	-	-	-	-
Follow-up Hdwy	3.545	3.345	-	-	2.281	-
Pot Cap-1 Maneuver	~ 22	252	-	-	549	-
Stage 1	312	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	~ 7	252	-	-	549	-
Mov Cap-2 Maneuver	~ 7	-	-	-	-	-
Stage 1	312	-	-	-	-	-
Stage 2	~ 58	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 5661.2		0		0.5
HCM LOS	F				

























Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	10	549
HCM Lane V/C Ratio	-	-	11.957	0.109
HCM Control Delay (s)	-	\$	5661.2	12.4
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	16.4	0.4

Notes

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

HCM 2010 Signalized Intersection Summary
27: SR 92 & E Paulding Dr

No Build 2046 AM
06/23/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	725	565	50	315	145	335	880	65	355	925	180
Future Volume (veh/h)	95	725	565	50	315	145	335	880	65	355	925	180
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1776	1776	1776	1776	1776	1776	1743	1743	1900	1743	1743	1743
Adj Flow Rate, veh/h	112	853	0	55	346	0	360	946	0	366	954	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	7	7	7	7	7	7	9	9	9	9	9	9
Cap, veh/h	289	593	499	108	548	466	237	704	0	248	716	603
Arrive On Green	0.06	0.33	0.00	0.04	0.31	0.00	0.11	0.40	0.00	0.12	0.41	0.00
Sat Flow, veh/h	1691	1776	1509	1691	1776	1509	1660	1743	0	1660	1743	1482
Grp Volume(v), veh/h	112	853	0	55	346	0	360	946	0	366	954	0
Grp Sat Flow(s),veh/h/ln	1691	1776	1509	1691	1776	1509	1660	1743	0	1660	1743	1482
Q Serve(g_s), s	6.6	50.0	0.0	3.3	25.1	0.0	17.0	60.5	0.0	18.0	61.5	0.0
Cycle Q Clear(g_c), s	6.6	50.0	0.0	3.3	25.1	0.0	17.0	60.5	0.0	18.0	61.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	289	593	499	108	548	466	237	704	0	248	716	603
V/C Ratio(X)	0.39	1.44	0.00	0.51	0.63	0.00	1.52	1.34	0.00	1.48	1.33	0.00
Avail Cap(c_a), veh/h	300	593	499	110	548	466	237	704	0	248	716	603
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.5	49.9	0.0	40.5	44.4	0.0	50.0	44.6	0.0	50.3	44.1	0.0
Incr Delay (d2), s/veh	0.8	207.0	0.0	3.7	2.3	0.0	255.4	164.0	0.0	235.7	159.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	58.5	0.0	1.6	12.7	0.0	26.5	61.0	0.0	26.4	61.1	0.0
LnGrp Delay(d),s/veh	34.3	256.9	0.0	44.2	46.8	0.0	305.3	208.6	0.0	286.0	203.4	0.0
LnGrp LOS	C	F		D	D		F	F		F	F	
Approach Vol, veh/h		965			401			1306				1320
Approach Delay, s/veh		231.0			46.4			235.3				226.3
Approach LOS		F			D			F				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.0	64.5	9.3	54.0	21.0	65.5	13.0	50.2				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	17.5	60.0	5.0	49.5	16.5	61.0	9.5	45.0				
Max Q Clear Time (g_c+I1), s	20.0	62.5	5.3	52.0	19.0	63.5	8.6	27.1				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	7.5				
Intersection Summary												
HCM 2010 Ctrl Delay					212.3							
HCM 2010 LOS					F							

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	0	0	1280	30	30	1510
Future Vol, veh/h	0	0	1280	30	30	1510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	255	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	0	0	1376	32	33	1641

Major/Minor	Minor1	Minor2	Major1	Major2
Conflicting Flow All	3083	1376	0	-
Stage 1	1376	-	-	-
Stage 2	1707	-	-	-
Critical Hdwy	7.12	6.22	-	-
Critical Hdwy Stg 1	6.12	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-
Follow-up Hdwy	3.518	3.318	-	-
Pot Cap-1 Maneuver	7	178	-	0
Stage 1	179	-	-	0
Stage 2	116	-	-	0
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	7	178	-	-
Mov Cap-2 Maneuver	7	-	-	-
Stage 1	179	-	-	-
Stage 2	108	-	-	-

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

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	477
HCM Lane V/C Ratio	-	-	-	0.068
HCM Control Delay (s)	-	0	0	13.1
HCM Lane LOS	-	A	A	B
HCM 95th %tile Q(veh)	-	-	-	0.2

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Dallas Rd	I	50	9.3	247.9	257.2	0.09	1.3	F
E Paulding Dr	I	50	91.4	239.0	330.4	1.27	13.8	F
Due West Road	I	55	89.5	30.4	119.9	1.37	41.1	B
SR 92	I	54	137.3	62.3	199.6	2.07	37.4	B
Total	I		327.5	579.6	907.1	4.80	19.1	E

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedarcrest Road	I	30	20.3	534.8	555.1	0.15	1.0	F
Due West Street	I	55	156.3	44.9	201.2	2.39	42.7	A
E Paulding Dr	I	54	109.4	188.8	298.2	1.65	19.9	E
Dallas Rd	I	50	91.4	409.1	500.5	1.27	9.1	F
Total	I		377.4	1177.6	1555.0	5.46	12.6	F

Intersection

Int Delay, s/veh 3.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			↑
Traffic Vol, veh/h	35	575	1105	55	380	1015
Future Vol, veh/h	35	575	1105	55	380	1015
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Yield	-	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, %	8	8	8	8	10	10
Mvmt Flow	38	625	1201	60	413	1103

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	3130	1201	0	0	1201	0
Stage 1	1201	-	-	-	-	-
Stage 2	1929	-	-	-	-	-
Critical Hdwy	7.18	6.28	-	-	4.2	-
Critical Hdwy Stg 1	6.18	-	-	-	-	-
Critical Hdwy Stg 2	6.18	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.29	-
Pot Cap-1 Maneuver	~ 6	~ 219	-	-	554	-
Stage 1	219	-	-	-	-	-
Stage 2	83	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	-	~ 219	-	-	554	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s			0		7.7
HCM LOS					

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	554	-
HCM Lane V/C Ratio	-	-	0.746	-
HCM Control Delay (s)	-	-	28.1	-
HCM Lane LOS	-	-	D	-
HCM 95th %tile Q(veh)	-	-	6.4	-

Notes

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

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↑	↗
Traffic Vol, veh/h	10	5	5	1150	1035	15
Future Vol, veh/h	10	5	5	1150	1035	15
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	-	-	-	-	145
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	11	5	5	1250	1125	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2386	1125	1125	0	0
Stage 1	1125	-	-	-	-
Stage 2	1261	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	38	250	599	-	-
Stage 1	310	-	-	-	-
Stage 2	267	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	37	250	599	-	-
Mov Cap-2 Maneuver	37	-	-	-	-
Stage 1	310	-	-	-	-
Stage 2	260	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	103.1	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	52	-	-
HCM Lane V/C Ratio	0.009	-	0.314	-	-
HCM Control Delay (s)	11.1	0	103.1	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0	-	1.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	10	1155	1035	5
Future Vol, veh/h	0	0	10	1155	1035	5
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	8	8	8	8
Mvmt Flow	0	0	11	1255	1125	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2405	1128	1130	0	-	0
Stage 1	1128	-	-	-	-	-
Stage 2	1277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	36	249	597	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	262	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	34	249	597	-	-	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	309	-	-	-	-	-
Stage 2	246	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	597	-	-	-	-
HCM Lane V/C Ratio	0.018	-	-	-	-
HCM Control Delay (s)	11.1	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-

Intersection

Int Delay, s/veh 6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↖	↗			↖	↗
Traffic Vol, veh/h	20	0	20	0	0	5	40	1140	5	0	1015	20
Future Vol, veh/h	20	0	20	0	0	5	40	1140	5	0	1015	20
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	-	-	-	-	-	-	250	-	-	-	-	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	8	8	8	8	8	8
Mvmt Flow	22	0	22	0	0	5	43	1239	5	0	1103	22

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2435	2435	1103	2443	2432	1242	1103	0	0	1245	0	0
Stage 1	1103	1103	-	1329	1329	-	-	-	-	-	-	-
Stage 2	1332	1332	-	1114	1103	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.18	-	-	4.18	-	-
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	3.518	4.018	3.318	3.518	4.018	3.318	2.272	-	-	2.272	-	-
Pot Cap-1 Maneuver	22	32	257	21	32	213	611	-	-	539	-	-
Stage 1	256	287	-	191	224	-	-	-	-	-	-	-
Stage 2	190	223	-	253	287	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	~ 20	30	257	18	30	213	611	-	-	539	-	-
Mov Cap-2 Maneuver	~ 20	30	-	18	30	-	-	-	-	-	-	-
Stage 1	238	287	-	178	208	-	-	-	-	-	-	-
Stage 2	172	207	-	232	287	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	\$ 371.9	22.3	0.4	0
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	611	-	-	37 213	539	-	-
HCM Lane V/C Ratio	0.071	-	-	1.175 0.026	-	-	-
HCM Control Delay (s)	11.3	-	-	\$ 371.9 22.3	0	-	-
HCM Lane LOS	B	-	-	F C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	4.5 0.1	0	-	-

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↕			↕	↑	
Traffic Vol, veh/h	0	0	0	1185	1035	0
Future Vol, veh/h	0	0	0	1185	1035	0
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	0	0	1288	1125	0

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	2413	1125	1125	0
Stage 1	1125	-	-	-
Stage 2	1288	-	-	-
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	36	250	621	-
Stage 1	310	-	-	-
Stage 2	259	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	36	250	621	-
Mov Cap-2 Maneuver	36	-	-	-
Stage 1	310	-	-	-
Stage 2	259	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	621	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	0	15	15	1185	1035	0
Future Vol, veh/h	0	15	15	1185	1035	0
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	8	8	8	8
Mvmt Flow	0	16	16	1288	1125	0

Major/Minor	Minor2	Major1			Major2	
Conflicting Flow All	2446	1125	1125	0	-	0
Stage 1	1125	-	-	-	-	-
Stage 2	1321	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-	-
Pot Cap-1 Maneuver	34	250	599	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	249	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	250	599	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	226	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.4	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	599	-	250	-	-
HCM Lane V/C Ratio	0.027	-	0.065	-	-
HCM Control Delay (s)	11.2	0	20.4	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.2	-	-

HCM 2010 Signalized Intersection Summary
 11: SR 92 & Due West Street/Due West Road

No Build 2046 PM
 06/23/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕		↕	↑	↗	↕	↑	↗	↕	↑	↗
Traffic Volume (veh/h)	5	10	20	950	25	345	15	850	425	305	735	10
Future Volume (veh/h)	5	10	20	950	25	345	15	850	425	305	735	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1743	1900	1743	1743	1743	1727	1727	1727	1759	1759	1759
Adj Flow Rate, veh/h	5	11	22	1033	27	375	16	924	462	332	799	11
Adj No. of Lanes	0	1	0	1	1	1	1	1	1	1	1	1
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, %	9	9	9	9	9	9	10	10	10	8	8	8
Cap, veh/h	101	216	379	648	776	659	84	589	501	204	818	695
Arrive On Green	0.44	0.44	0.44	0.44	0.44	0.44	0.34	0.34	0.34	0.08	0.47	0.47
Sat Flow, veh/h	135	485	852	1282	1743	1482	622	1727	1468	1675	1759	1495
Grp Volume(v), veh/h	38	0	0	1033	27	375	16	924	462	332	799	11
Grp Sat Flow(s),veh/h/ln	1471	0	0	1282	1743	1482	622	1727	1468	1675	1759	1495
Q Serve(g_s), s	0.0	0.0	0.0	43.1	0.9	18.8	2.0	34.1	30.3	7.9	44.5	0.4
Cycle Q Clear(g_c), s	1.4	0.0	0.0	44.5	0.9	18.8	34.1	34.1	30.3	7.9	44.5	0.4
Prop In Lane	0.13		0.58	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	695	0	0	648	776	659	84	589	501	204	818	695
V/C Ratio(X)	0.05	0.00	0.00	1.59	0.03	0.57	0.19	1.57	0.92	1.62	0.98	0.02
Avail Cap(c_a), veh/h	695	0	0	648	776	659	84	589	501	204	818	695
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	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.8	0.0	0.0	30.1	15.6	20.6	49.2	33.0	31.7	24.9	26.2	14.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	274.9	0.0	1.2	4.9	264.1	25.0	302.3	26.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	67.3	0.4	7.9	0.6	59.4	15.7	22.8	27.5	0.2
LnGrp Delay(d),s/veh	15.8	0.0	0.0	304.9	15.7	21.8	54.2	297.1	56.7	327.3	52.5	14.5
LnGrp LOS	B			F	B	C	D	F	E	F	D	B
Approach Vol, veh/h		38			1435			1402			1142	
Approach Delay, s/veh		15.8			225.5			215.1			132.0	
Approach LOS		B			F			F			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	12.4	38.6		49.0		51.0		49.0				
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s	7.9	34.1		44.5		46.5		44.5				
Max Q Clear Time (g_c+I1), s	9.9	36.1		3.4		46.5		46.5				
Green Ext Time (p_c), s	0.0	0.0		9.2		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay				193.3								
HCM 2010 LOS				F								

Intersection

Int Delay, s/veh 423.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	Y	Y	Y
Traffic Vol, veh/h	265	45	65	1025	1085	620
Future Vol, veh/h	265	45	65	1025	1085	620
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	-	110	-	-	485
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	6	6	10	10	10	10
Mvmt Flow	288	49	71	1114	1179	674

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	2434	1179	0
Stage 1	1179	-	-
Stage 2	1255	-	-
Critical Hdwy	6.46	6.26	4.2
Critical Hdwy Stg 1	5.46	-	-
Critical Hdwy Stg 2	5.46	-	-
Follow-up Hdwy	3.554	3.354	2.29
Pot Cap-1 Maneuver	~ 34	228	565
Stage 1	~ 287	-	-
Stage 2	~ 263	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	~ 30	228	565
Mov Cap-2 Maneuver	~ 30	-	-
Stage 1	~ 287	-	-
Stage 2	~ 230	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 4235.1	0.7	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	565	-	34	-	-
HCM Lane V/C Ratio	0.125	-	9.91	-	-
HCM Control Delay (s)	12.3	\$ 4235.1	-	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0.4	-	41	-	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	0	0	5	1090	1125	5
Future Vol, veh/h	0	0	5	1090	1125	5
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	10	10	10	10
Mvmt Flow	0	0	5	1185	1223	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2422	1226	1228	0	-	0
Stage 1	1226	-	-	-	-	-
Stage 2	1196	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-	-
Pot Cap-1 Maneuver	36	218	541	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	287	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	35	218	541	-	-	-
Mov Cap-2 Maneuver	35	-	-	-	-	-
Stage 1	277	-	-	-	-	-
Stage 2	279	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	541	-	-	-	-
HCM Lane V/C Ratio	0.01	-	-	-	-
HCM Control Delay (s)	11.7	0	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	10	15	1080	10	10	1115
Future Vol, veh/h	10	15	1080	10	10	1115
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	10	10	10	10
Mvmt Flow	11	16	1174	11	11	1212

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2413	1179	0	0	1185	0
Stage 1	1179	-	-	-	-	-
Stage 2	1234	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.2	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.29	-
Pot Cap-1 Maneuver	36	232	-	-	562	-
Stage 1	292	-	-	-	-	-
Stage 2	275	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	34	232	-	-	562	-
Mov Cap-2 Maneuver	34	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	259	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	85.9		0		0.1
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 70	562	-
HCM Lane V/C Ratio	-	- 0.388	0.019	-
HCM Control Delay (s)	-	- 85.9	11.5	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 1.5	0.1	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			Y	Y	
Traffic Vol, veh/h	5	5	0	1085	1120	5
Future Vol, veh/h	5	5	0	1085	1120	5
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	10	10	10	10
Mvmt Flow	5	5	0	1179	1217	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2399	1220	1223	0	0
Stage 1	1220	-	-	-	-
Stage 2	1179	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-
Pot Cap-1 Maneuver	37	220	543	-	-
Stage 1	279	-	-	-	-
Stage 2	292	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	37	220	543	-	-
Mov Cap-2 Maneuver	37	-	-	-	-
Stage 1	279	-	-	-	-
Stage 2	292	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	73.7	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	543	-	63	-	-
HCM Lane V/C Ratio	-	-	0.173	-	-
HCM Control Delay (s)	0	-	73.7	-	-
HCM Lane LOS	A	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.6	-	-

Intersection

Int Delay, s/veh 0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			↑	↑	
Traffic Vol, veh/h	5	0	5	1080	1120	5
Future Vol, veh/h	5	0	5	1080	1120	5
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	10	10	10	10
Mvmt Flow	5	0	5	1174	1217	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2405	1220	1223	0	0
Stage 1	1220	-	-	-	-
Stage 2	1185	-	-	-	-
Critical Hdwy	6.42	6.22	4.2	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.29	-	-
Pot Cap-1 Maneuver	36	220	543	-	-
Stage 1	279	-	-	-	-
Stage 2	290	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	35	220	543	-	-
Mov Cap-2 Maneuver	35	-	-	-	-
Stage 1	279	-	-	-	-
Stage 2	282	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	125.9	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	543	-	35	-	-
HCM Lane V/C Ratio	0.01	-	0.155	-	-
HCM Control Delay (s)	11.7	-	125.9	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0	-	0.5	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘		↑	↗		↑
Traffic Vol, veh/h	10	0	1085	15	0	1120
Future Vol, veh/h	10	0	1085	15	0	1120
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	-	-	135	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	10	10	10	10
Mvmt Flow	11	0	1179	16	0	1217

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2396	1179	0	0	-	-
Stage 1	1179	-	-	-	-	-
Stage 2	1217	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	37	232	-	-	0	-
Stage 1	292	-	-	-	0	-
Stage 2	280	-	-	-	0	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	37	232	-	-	-	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	292	-	-	-	-	-
Stage 2	280	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	138.6		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 37	-
HCM Lane V/C Ratio	-	- 0.294	-
HCM Control Delay (s)	-	- 138.6	-
HCM Lane LOS	-	- F	-
HCM 95th %tile Q(veh)	-	- 1	-

Intersection

Int Delay, s/veh 2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↑	↑	↗
Traffic Vol, veh/h	20	5	5	1080	1095	35
Future Vol, veh/h	20	5	5	1080	1095	35
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	-	-	-	-	165
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	22	5	5	1174	1190	38

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2375	1190	1190	0	0
Stage 1	1190	-	-	-	-
Stage 2	1185	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	38	229	566	-	-
Stage 1	289	-	-	-	-
Stage 2	290	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	37	229	566	-	-
Mov Cap-2 Maneuver	37	-	-	-	-
Stage 1	289	-	-	-	-
Stage 2	283	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	174.4	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	566	-	44	-	-
HCM Lane V/C Ratio	0.01	-	0.618	-	-
HCM Control Delay (s)	11.4	-	174.4	-	-
HCM Lane LOS	B	-	F	-	-
HCM 95th %tile Q(veh)	0	-	2.3	-	-

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	5	5	10	1080	1090	10
Future Vol, veh/h	5	5	10	1080	1090	10
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	-	-	-	-	140
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	5	5	11	1174	1185	11

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2381	1185	1185	0	0
Stage 1	1185	-	-	-	-
Stage 2	1196	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	38	230	568	-	-
Stage 1	290	-	-	-	-
Stage 2	287	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	36	230	568	-	-
Mov Cap-2 Maneuver	36	-	-	-	-
Stage 1	290	-	-	-	-
Stage 2	271	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	75	0.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	568	-	62	-	-
HCM Lane V/C Ratio	0.019	-	0.175	-	-
HCM Control Delay (s)	11.5	0	75	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Intersection

Int Delay, s/veh 14.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	X	
Traffic Vol, veh/h	30	30	70	1060	1030	65
Future Vol, veh/h	30	30	70	1060	1030	65
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	8	8	8	8
Mvmt Flow	33	33	76	1152	1120	71

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2459	1155	1190	0	0
Stage 1	1155	-	-	-	-
Stage 2	1304	-	-	-	-
Critical Hdwy	6.42	6.22	4.18	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.272	-	-
Pot Cap-1 Maneuver	34	240	566	-	-
Stage 1	300	-	-	-	-
Stage 2	254	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	~ 21	240	566	-	-
Mov Cap-2 Maneuver	~ 21	-	-	-	-
Stage 1	300	-	-	-	-
Stage 2	159	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 552.4	0.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	566	-	39	-	-
HCM Lane V/C Ratio	0.134	-	1.672	-	-
HCM Control Delay (s)	12.3	\$ 552.4	-	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	6.8	-	-

Notes

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

Intersection

Int Delay, s/veh 2.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	15	5	1125	20	15	1045
Future Vol, veh/h	15	5	1125	20	15	1045
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	-	-	150	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	8	8
Mvmt Flow	16	5	1223	22	16	1136

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2391	1223	0	0	1223	0
Stage 1	1223	-	-	-	-	-
Stage 2	1168	-	-	-	-	-
Critical Hdwy	7.12	6.22	-	-	4.18	-
Critical Hdwy Stg 1	6.12	-	-	-	-	-
Critical Hdwy Stg 2	6.12	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.272	-
Pot Cap-1 Maneuver	23	219	-	-	550	-
Stage 1	219	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	22	219	-	-	550	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	219	-	-	-	-	-
Stage 2	217	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 301.1		0		0.2
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 28	550	-
HCM Lane V/C Ratio	-	- 0.776	0.03	-
HCM Control Delay (s)	-	-\$ 301.1	11.7	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 2.5	0.1	-

Notes

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

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	10	15	30	1135	1045	15
Future Vol, veh/h	10	15	30	1135	1045	15
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	9	9	9	9
Mvmt Flow	11	16	33	1234	1136	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2443	1144	1152	0	0
Stage 1	1144	-	-	-	-
Stage 2	1299	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	34	243	582	-	-
Stage 1	304	-	-	-	-
Stage 2	256	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	28	243	582	-	-
Mov Cap-2 Maneuver	28	-	-	-	-
Stage 1	304	-	-	-	-
Stage 2	210	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	107.4	0.3	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	582	-	60	-	-
HCM Lane V/C Ratio	0.056	-	0.453	-	-
HCM Control Delay (s)	11.6	0	107.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		↑	↑		↑
Traffic Vol, veh/h	5	0	1165	10	0	1060
Future Vol, veh/h	5	0	1165	10	0	1060
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	-	-	250	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	5	0	1266	11	0	1152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2418	1266	0	0	1266	0
Stage 1	1266	-	-	-	-	-
Stage 2	1152	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.19	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.281	-
Pot Cap-1 Maneuver	36	206	-	-	526	-
Stage 1	265	-	-	-	-	-
Stage 2	301	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	36	206	-	-	526	-
Mov Cap-2 Maneuver	36	-	-	-	-	-
Stage 1	265	-	-	-	-	-
Stage 2	301	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	122		0		0
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 36	526	-
HCM Lane V/C Ratio	-	- 0.151	-	-
HCM Control Delay (s)	-	- 122	0	-
HCM Lane LOS	-	- F	A	-
HCM 95th %tile Q(veh)	-	- 0.5	0	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↑	↗
Traffic Vol, veh/h	0	10	10	1175	1060	5
Future Vol, veh/h	0	10	10	1175	1060	5
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	-	-	-	-	130
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	11	11	1277	1152	5

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	2451	1152	1152	0	0
Stage 1	1152	-	-	-	-
Stage 2	1299	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-
Pot Cap-1 Maneuver	34	241	582	-	-
Stage 1	301	-	-	-	-
Stage 2	256	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	32	241	582	-	-
Mov Cap-2 Maneuver	32	-	-	-	-
Stage 1	301	-	-	-	-
Stage 2	239	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.6	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	582	-	241	-	-
HCM Lane V/C Ratio	0.019	-	0.045	-	-
HCM Control Delay (s)	11.3	0	20.6	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↘			↗	↗	
Traffic Vol, veh/h	0	10	10	1185	1065	5
Future Vol, veh/h	0	10	10	1185	1065	5
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	9	9	9	9
Mvmt Flow	0	11	11	1288	1158	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2470	1160	1163	0	-	0
Stage 1	1160	-	-	-	-	-
Stage 2	1310	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.19	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.281	-	-	-
Pot Cap-1 Maneuver	33	238	576	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	252	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	31	238	576	-	-	-
Mov Cap-2 Maneuver	31	-	-	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	235	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	20.8	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	576	-	238	-	-
HCM Lane V/C Ratio	0.019	-	0.046	-	-
HCM Control Delay (s)	11.4	0	20.8	-	-
HCM Lane LOS	B	A	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Int Delay, s/veh 1027.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			A
Traffic Vol, veh/h	285	95	1100	140	15	1060
Future Vol, veh/h	285	95	1100	140	15	1060
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, %	7	7	9	9	9	9
Mvmt Flow	310	103	1196	152	16	1152

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2457	1272	0	0	1348	0
Stage 1	1272	-	-	-	-	-
Stage 2	1185	-	-	-	-	-
Critical Hdwy	7.17	6.27	-	-	4.19	-
Critical Hdwy Stg 1	6.17	-	-	-	-	-
Critical Hdwy Stg 2	6.17	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.281	-
Pot Cap-1 Maneuver	~ 20	200	-	-	489	-
Stage 1	~ 201	-	-	-	-	-
Stage 2	~ 225	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 19	200	-	-	489	-
Mov Cap-2 Maneuver	~ 19	-	-	-	-	-
Stage 1	~ 201	-	-	-	-	-
Stage 2	~ 205	-	-	-	-	-

Approach	WB		NB		SB
HCM Control Delay, s	\$ 7283.8		0		0.2
HCM LOS	F				

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	- 25	489	-
HCM Lane V/C Ratio	-	- 16.522	0.033	-
HCM Control Delay (s)	-	\$ 7283.8	12.6	0
HCM Lane LOS	-	- F	B	A
HCM 95th %tile Q(veh)	-	- 51.5	0.1	-

Notes

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

HCM 2010 Signalized Intersection Summary
27: SR 92 & E Paulding Dr

No Build 2046 PM
06/23/2017

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	75	440	325	65	315	240	440	925	50	190	1050	105
Future Volume (veh/h)	75	440	325	65	315	240	440	925	50	190	1050	105
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1759	1759	1759	1759	1759	1759	1743	1743	1900	1743	1743	1743
Adj Flow Rate, veh/h	88	518	0	71	346	0	473	995	0	196	1082	0
Adj No. of Lanes	1	1	1	1	1	1	1	1	0	1	1	1
Peak Hour Factor	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.97	0.97	0.97
Percent Heavy Veh, %	8	8	8	8	8	8	9	9	9	9	9	9
Cap, veh/h	146	399	334	109	398	338	325	982	0	159	808	682
Arrive On Green	0.04	0.23	0.00	0.04	0.23	0.00	0.17	0.56	0.00	0.07	0.46	0.00
Sat Flow, veh/h	1675	1759	1495	1675	1759	1495	1660	1743	0	1660	1743	1482
Grp Volume(v), veh/h	88	518	0	71	346	0	473	995	0	196	1082	0
Grp Sat Flow(s),veh/h/ln	1675	1759	1495	1675	1759	1495	1660	1743	0	1660	1743	1482
Q Serve(g_s), s	5.6	34.0	0.0	4.9	28.4	0.0	25.0	84.5	0.0	10.0	69.5	0.0
Cycle Q Clear(g_c), s	5.6	34.0	0.0	4.9	28.4	0.0	25.0	84.5	0.0	10.0	69.5	0.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	146	399	334	109	398	338	325	982	0	159	808	682
V/C Ratio(X)	0.60	1.30	0.00	0.65	0.87	0.00	1.46	1.01	0.00	1.24	1.34	0.00
Avail Cap(c_a), veh/h	146	399	334	109	398	338	325	982	0	159	808	682
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	47.9	58.0	0.0	46.4	55.9	0.0	52.7	32.8	0.0	47.2	40.2	0.0
Incr Delay (d2), s/veh	6.8	151.9	0.0	12.6	18.4	0.0	221.9	32.1	0.0	148.4	161.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	33.3	0.0	2.7	15.9	0.0	33.5	49.1	0.0	13.1	69.6	0.0
LnGrp Delay(d),s/veh	54.7	209.9	0.0	59.1	74.3	0.0	274.7	64.8	0.0	195.5	201.4	0.0
LnGrp LOS	D	F		E	E		F	F		F	F	
Approach Vol, veh/h		606			417			1468				1278
Approach Delay, s/veh		187.4			71.7			132.4				200.5
Approach LOS		F			E			F				F
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	14.0	88.5	9.5	38.0	29.0	73.5	9.6	37.9				
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5				
Max Green Setting (Gmax), s	9.5	84.0	5.0	33.5	24.5	69.0	5.1	33.4				
Max Q Clear Time (g_c+I1), s	12.0	86.5	6.9	36.0	27.0	71.5	7.6	30.4				
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			157.6									
HCM 2010 LOS			F									

Intersection

Int Delay, s/veh 22

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↑	↗	↘	↑
Traffic Vol, veh/h	20	20	1395	20	20	1420
Future Vol, veh/h	20	20	1395	20	20	1420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	255	250	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	6	6	9	9
Mvmt Flow	40	40	1500	22	22	1543

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	3087	1500	0
Stage 1	1500	-	-
Stage 2	1587	-	-
Critical Hdwy	6.42	6.22	4.19
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.281
Pot Cap-1 Maneuver	~ 13	150	0
Stage 1	204	-	0
Stage 2	185	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 12	150	427
Mov Cap-2 Maneuver	~ 12	-	-
Stage 1	204	-	-
Stage 2	175	-	-

Approach	WB	NB	SB
HCM Control Delay, s	\$ 859.7	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	12	150	427
HCM Lane V/C Ratio	-	3.333	0.267	0.051
HCM Control Delay (s)	\$	1681.8	37.5	13.9
HCM Lane LOS	-	F	E	B
HCM 95th %tile Q(veh)	-	6	1	0.2

Notes

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

 Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Dallas Rd	I	50	9.3	423.1	432.4	0.09	0.8	F
E Paulding Dr	I	50	91.4	83.5	174.9	1.27	26.1	D
Due West Road	I	55	89.5	292.5	382.0	1.37	12.9	F
SR 92	I	54	137.3	15.0	152.3	2.07	49.0	A
Total	I		327.5	814.1	1141.6	4.80	15.1	F

 Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
Cedarcrest Road	I	30	20.3	379.9	400.2	0.15	1.4	F
Due West Street	I	55	156.3	54.2	210.5	2.39	40.9	B
E Paulding Dr	I	54	109.4	195.4	304.8	1.65	19.5	E
Dallas Rd	I	50	91.4	268.1	359.5	1.27	12.7	F
Total	I		377.4	897.6	1275.0	5.46	15.4	F

Intersection						
Intersection Delay, s/veh	11.7					
Intersection LOS	B					
Approach	WB		NB		SB	
Entry Lanes	2		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	288		669		1272	
Demand Flow Rate, veh/h	309		729		1412	
Vehicles Circulating, veh/h	664		446		24	
Vehicles Exiting, veh/h	511		990		949	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	8.2		10.8		13.0	
Approach LOS	A		B		B	
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	R	LT	TR	LT	TR
Assumed Moves	LTR	R	LT	TR	LT	TR
RT Channelized						
Lane Util	0.469	0.531	0.471	0.529	0.470	0.530
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	145	164	343	386	664	748
Cap Entry Lane, veh/h	687	710	809	827	1110	1111
Entry HV Adj Factor	0.934	0.931	0.917	0.919	0.901	0.901
Flow Entry, veh/h	135	153	315	355	598	674
Cap Entry, veh/h	641	661	742	760	999	1002
V/C Ratio	0.211	0.231	0.424	0.467	0.598	0.673
Control Delay, s/veh	8.2	8.2	10.5	11.2	11.8	14.0
LOS	A	A	B	B	B	B
95th %tile Queue, veh	1	1	2	3	4	5

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	↑
Traffic Vol, veh/h	0	15	5	615	820	0
Future Vol, veh/h	0	15	5	615	820	0
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	-	275	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	5	668	891	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1236	446	891 0
Stage 1	891	-	- -
Stage 2	345	-	- -
Critical Hdwy	6.84	6.94	4.28 -
Critical Hdwy Stg 1	5.84	-	- -
Critical Hdwy Stg 2	5.84	-	- -
Follow-up Hdwy	3.52	3.32	2.29 -
Pot Cap-1 Maneuver	168	560	714 -
Stage 1	361	-	- -
Stage 2	688	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	167	560	714 -
Mov Cap-2 Maneuver	167	-	- -
Stage 1	361	-	- -
Stage 2	683	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	714	-	560	-	-
HCM Lane V/C Ratio	0.008	-	0.029	-	-
HCM Control Delay (s)	10.1	-	11.6	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕			↕	
Traffic Vol, veh/h	0	0	0	0	0	5	0	615	5	0	835	0
Future Vol, veh/h	0	0	0	0	0	5	0	615	5	0	835	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	-	-	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	9	9	2	2	9	9
Mvmt Flow	0	0	0	0	0	5	0	668	5	0	908	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	-	-	454	-	-	337	-	0	0	-	-	0
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	553	0	0	659	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	553	-	-	659	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	659	-	-
HCM Lane V/C Ratio	-	-	0.008	-	-
HCM Control Delay (s)	-	-	0 10.5	-	-
HCM Lane LOS	-	-	A B	-	-
HCM 95th %tile Q(veh)	-	-	0	-	-

Intersection

Int Delay, s/veh 1.6

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘		↘	↑↑	↘	↑↑	↘
Traffic Vol, veh/h	40	40	15	575	5	815	15
Future Vol, veh/h	40	40	15	575	5	815	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	235	-	235	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	9	9
Mvmt Flow	43	43	16	625	5	886	16

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1242	443	886	0	456
Stage 1	897	-	-	-	-
Stage 2	345	-	-	-	-
Critical Hdwy	6.84	6.94	4.28	-	6.44
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.29	-	2.52
Pot Cap-1 Maneuver	167	562	717	-	738
Stage 1	358	-	-	-	-
Stage 2	688	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	163	562	717	-	738
Mov Cap-2 Maneuver	163	-	-	-	-
Stage 1	358	-	-	-	-
Stage 2	673	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	26.5	0.3	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	717	-	253	738	-	-
HCM Lane V/C Ratio	0.023	-	0.344	0.007	-	-
HCM Control Delay (s)	10.1	-	26.5	9.9	-	-
HCM Lane LOS	B	-	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	1.5	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		X	↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	590	855	0
Future Vol, veh/h	0	0	0	590	855	0
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	-	235	-	-	-
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	0	0	641	929	0

Major/Minor	Minor2	Major1		Major2
Conflicting Flow All	1250	465	929	0
Stage 1	929	-	-	-
Stage 2	321	-	-	-
Critical Hdwy	6.84	6.94	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-
Pot Cap-1 Maneuver	165	544	732	-
Stage 1	345	-	-	-
Stage 2	708	-	-	-
Platoon blocked, %				-
Mov Cap-1 Maneuver	165	544	732	-
Mov Cap-2 Maneuver	165	-	-	-
Stage 1	345	-	-	-
Stage 2	708	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	732	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	15	0	590	850	5
Future Vol, veh/h	0	15	0	590	850	5
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	0	641	924	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	462	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	547	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	547	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	547	-	-
HCM Lane V/C Ratio	-	0.03	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection							
Intersection Delay, s/veh	11.5						
Intersection LOS	B						
Approach	EB	WB		NB		SB	
Entry Lanes	1	2		2		2	
Conflicting Circle Lanes	2	2		2		2	
Adj Approach Flow, veh/h	44	304		979		940	
Demand Flow Rate, veh/h	47	322		1106		1024	
Vehicles Circulating, veh/h	1202	582		253		190	
Vehicles Exiting, veh/h	12	777		996		715	
Follow-Up Headway, s	3.186	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0		0	
Ped Cap Adj	1.000	1.000		1.000		1.000	
Approach Delay, s/veh	9.3	7.7		13.3		10.9	
Approach LOS	A	A		B		B	
Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	L	LTR	LT	TR	LT	TR
Assumed Moves	LTR	L	LTR	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	0.531	0.469	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	47	171	151	520	586	481	543
Cap Entry Lane, veh/h	487	730	752	935	947	980	989
Entry HV Adj Factor	0.930	0.942	0.946	0.885	0.885	0.919	0.918
Flow Entry, veh/h	44	161	143	460	519	442	498
Cap Entry, veh/h	453	688	711	827	838	900	908
V/C Ratio	0.096	0.234	0.201	0.556	0.619	0.491	0.549
Control Delay, s/veh	9.3	8.0	7.3	12.5	14.1	10.2	11.4
LOS	A	A	A	B	B	B	B
95th %tile Queue, veh	0	1	1	3	4	3	3

Intersection					
Intersection Delay, s/veh 10.6					
Intersection LOS B					
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	304	728		919	
Demand Flow Rate, veh/h	311	820		1039	
Vehicles Circulating, veh/h	944	283		28	
Vehicles Exiting, veh/h	123	972		1075	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	15.9	10.2		9.3	
Approach LOS	C	B		A	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	311	385	435	488	551
Cap Entry Lane, veh/h	584	914	927	1106	1108
Entry HV Adj Factor	0.977	0.888	0.886	0.885	0.884
Flow Entry, veh/h	304	342	386	432	487
Cap Entry, veh/h	570	812	822	980	980
V/C Ratio	0.533	0.421	0.469	0.441	0.497
Control Delay, s/veh	15.9	9.7	10.5	8.7	9.7
LOS	C	A	B	A	A
95th %tile Queue, veh	3	2	3	2	3

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	0	0	670	795	0
Future Vol, veh/h	0	0	0	670	795	0
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	13	13	13	13
Mvmt Flow	0	0	0	728	864	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	432	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	572	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	572	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

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

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	25	645	15	0	795
Future Vol, veh/h	0	25	645	15	0	795
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	0	27	701	16	0	864

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	351	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	645	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	645	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 645	-
HCM Lane V/C Ratio	-	- 0.042	-
HCM Control Delay (s)	-	- 10.8	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖	↖	
Traffic Vol, veh/h	0	5	0	660	795	0
Future Vol, veh/h	0	5	0	660	795	0
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	13	13	13	13
Mvmt Flow	0	5	0	717	864	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	432	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	572	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	572	- -
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)	-	572	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Control Delay (s)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↗	
Traffic Vol, veh/h	0	5	0	660	800	0
Future Vol, veh/h	0	5	0	660	800	0
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	13	13	13	13
Mvmt Flow	0	5	0	717	870	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	435	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	569	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	569	- -
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)	-	569	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Control Delay (s)	-	11.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↘↗		↘	↕↕	↗		↘	↕↕
Traffic Vol, veh/h	10	0	5	650	5	10	0	795
Future Vol, veh/h	10	0	5	650	5	10	0	795
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	235	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	13	13	2	13	13
Mvmt Flow	11	0	5	707	5	11	0	864

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1171	353	631	0	0	515	707	0
Stage 1	717	-	-	-	-	-	-	-
Stage 2	454	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.94	6.44	-	-	6.44	4.36	-
Critical Hdwy Stg 1	6.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.33	-
Pot Cap-1 Maneuver	148	643	572	-	-	677	818	-
Stage 1	387	-	-	-	-	-	-	-
Stage 2	555	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	148	643	572	-	-	677	677	-
Mov Cap-2 Maneuver	148	-	-	-	-	-	-	-
Stage 1	387	-	-	-	-	-	-	-
Stage 2	555	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	31.2	0.1	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	572	-	-	148	677
HCM Lane V/C Ratio	0.01	-	-	0.073	0.016
HCM Control Delay (s)	11.4	-	-	31.2	10.4
HCM Lane LOS	B	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	0.2	0

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	30	0	660	800	10
Future Vol, veh/h	0	30	0	660	800	10
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	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	13	13
Mvmt Flow	0	33	0	717	870	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	435	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	569	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	569	- -
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)	-	569	-	-
HCM Lane V/C Ratio	-	0.057	-	-
HCM Control Delay (s)	-	11.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	20	0	660	825	5
Future Vol, veh/h	0	20	0	660	825	5
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	22	0	717	897	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	448	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	558	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	558	- -
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)	-	558	-	-
HCM Lane V/C Ratio	-	0.039	-	-
HCM Control Delay (s)	-	11.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘			↘	↑↑	↘	↑↑	↘
Traffic Vol, veh/h	45	25	30	10	575	40	785	20
Future Vol, veh/h	45	25	30	10	575	40	785	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	9	2	9	9
Mvmt Flow	49	27	33	11	625	43	853	22

Major/Minor	Minor2	Major1				Major2		
Conflicting Flow All	1339	427	623	853	0	456	-	0
Stage 1	940	-	-	-	-	-	-	-
Stage 2	399	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.28	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.29	-	2.52	-	-
Pot Cap-1 Maneuver	144	576	578	739	-	738	-	-
Stage 1	340	-	-	-	-	-	-	-
Stage 2	647	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	144	576	590	590	-	738	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-	-	-
Stage 1	340	-	-	-	-	-	-	-
Stage 2	647	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	34.3	0.8	0.5
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	590	-	197	738	-	-
HCM Lane V/C Ratio	0.074	-	0.386	0.059	-	-
HCM Control Delay (s)	11.6	-	34.3	10.2	-	-
HCM Lane LOS	B	-	D	B	-	-
HCM 95th %tile Q(veh)	0.2	-	1.7	0.2	-	-

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	25	590	5	0	840
Future Vol, veh/h	0	25	590	5	0	840
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	2
Mvmt Flow	0	27	641	5	0	913

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	321	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	675	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	675	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 675	-
HCM Lane V/C Ratio	-	- 0.04	-
HCM Control Delay (s)	-	- 10.6	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	25	0	595	830	10
Future Vol, veh/h	0	25	0	595	830	10
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	27	0	647	902	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	451	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	556	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	556	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	556	-	-
HCM Lane V/C Ratio	-	0.049	-	-
HCM Control Delay (s)	-	11.8	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 0.9

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↘↙		↘	↕↕	↗		↘↙	↕↕
Traffic Vol, veh/h	15	0	60	590	5	5	0	850
Future Vol, veh/h	15	0	60	590	5	5	0	850
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	350	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	9	2	9	9
Mvmt Flow	16	0	65	641	5	5	0	924

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1245	321	674	0	0	468	641	0
Stage 1	772	-	-	-	-	-	-	-
Stage 2	473	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	6.44	4.28	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.29	-
Pot Cap-1 Maneuver	166	675	537	-	-	725	893	-
Stage 1	416	-	-	-	-	-	-	-
Stage 2	593	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	166	675	537	-	-	725	725	-
Mov Cap-2 Maneuver	166	-	-	-	-	-	-	-
Stage 1	416	-	-	-	-	-	-	-
Stage 2	593	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29	1.2	0.1
HCM LOS	D		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	537	-	-	166	725
HCM Lane V/C Ratio	0.121	-	-	0.098	0.007
HCM Control Delay (s)	12.6	-	-	29	10
HCM Lane LOS	B	-	-	D	B
HCM 95th %tile Q(veh)	0.4	-	-	0.3	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	10	0	655	920	5
Future Vol, veh/h	0	10	0	655	920	5
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	11	0	712	1000	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	500	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	516	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	516	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.1	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	516	-	-
HCM Lane V/C Ratio	-	0.021	-	-
HCM Control Delay (s)	-	12.1	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	20	0	655	925	5
Future Vol, veh/h	0	20	0	655	925	5
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	9	9	9	9
Mvmt Flow	0	22	0	712	1005	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	505	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	512	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	512	- -
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)	-	512	-	-
HCM Lane V/C Ratio	-	0.042	-	-
HCM Control Delay (s)	-	12.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	70	585	155	0	945
Future Vol, veh/h	0	70	585	155	0	945
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	9	9	9	9
Mvmt Flow	0	76	636	168	0	1027






























Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	318	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	7	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.35	- -
Pot Cap-1 Maneuver	0	669	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	669	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 669	-
HCM Lane V/C Ratio	-	- 0.114	-
HCM Control Delay (s)	-	- 11.1	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.4	-

HCM Signalized Intersection Capacity Analysis
27: SR 92 & E Paulding Dr

Build 2026 AM
07/18/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		 			 		 	 			 	 
Traffic Volume (vph)	60	440	345	30	190	90	205	540	40	50	220	565
Future Volume (vph)	60	440	345	30	190	90	205	540	40	50	220	565
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00		0.97	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3374	1509	1687	3374	1509	3213	3312	1482		3253	3312
Flt Permitted	0.58	1.00	1.00	0.38	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	1025	3374	1509	667	3374	1509	3213	3312	1482		3253	3312
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.97	0.97
Adj. Flow (vph)	71	518	406	33	209	99	220	581	43	54	227	582
RTOR Reduction (vph)	0	0	300	0	0	75	0	0	30	0	0	0
Lane Group Flow (vph)	71	518	106	33	209	24	220	581	13	0	281	582
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	9%	9%	9%	2%	9%	9%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	18.0	15.2	15.2	15.8	14.1	14.1	5.1	18.4	18.4		6.0	19.3
Effective Green, g (s)	19.0	15.7	15.2	16.8	14.6	14.6	5.6	18.9	18.4		6.5	19.8
Actuated g/C Ratio	0.32	0.26	0.26	0.28	0.25	0.25	0.09	0.32	0.31		0.11	0.33
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	365	893	386	226	830	371	303	1055	459		356	1105
v/s Ratio Prot	c0.01	c0.15		0.01	0.06		0.07	0.18			c0.09	c0.18
v/s Ratio Perm	0.05		0.07	0.04		0.02			0.01			
v/c Ratio	0.19	0.58	0.27	0.15	0.25	0.07	0.73	0.55	0.03		0.79	0.53
Uniform Delay, d1	14.3	18.9	17.6	15.6	18.0	17.1	26.1	16.7	14.2		25.7	16.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	1.0	0.4	0.3	0.2	0.1	8.4	2.1	0.1		11.1	1.8
Delay (s)	14.6	19.9	18.0	15.9	18.1	17.2	34.5	18.8	14.4		36.8	17.8
Level of Service	B	B	B	B	B	B	C	B	B		D	B
Approach Delay (s)		18.8			17.6			22.6				22.8
Approach LOS		B			B			C				C
Intersection Summary												
HCM 2000 Control Delay			20.9	HCM 2000 Level of Service				C				
HCM 2000 Volume to Capacity ratio			0.59									
Actuated Cycle Length (s)			59.3	Sum of lost time (s)				16.5				
Intersection Capacity Utilization			52.3%	ICU Level of Service				A				
Analysis Period (min)			15									
c Critical Lane Group												



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	110
Future Volume (vph)	110
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Fr _t	0.85
Fl _t Protected	1.00
Satd. Flow (prot)	1482
Fl _t Permitted	1.00
Satd. Flow (perm)	1482
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	113
RTOR Reduction (vph)	76
Lane Group Flow (vph)	37
Heavy Vehicles (%)	9%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	19.3
Effective Green, g (s)	19.3
Actuated g/C Ratio	0.33
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	482
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.08
Uniform Delay, d ₁	13.8
Progression Factor	1.00
Incremental Delay, d ₂	0.3
Delay (s)	14.1
Level of Service	B
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 2010 cannot analyze U-Turning movements.

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↕	↗	↘	↕↕
Traffic Vol, veh/h	0	0	785	20	20	920
Future Vol, veh/h	0	0	785	20	20	920
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	175	235	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	0	0	844	22	22	1000

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1387	422	0	-	844	0
Stage 1	844	-	-	-	-	-
Stage 2	543	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.28	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.29	-
Pot Cap-1 Maneuver	134	580	-	0	745	-
Stage 1	382	-	-	0	-	-
Stage 2	546	-	-	0	-	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver	130	580	-	-	745	-
Mov Cap-2 Maneuver	130	-	-	-	-	-
Stage 1	382	-	-	-	-	-
Stage 2	530	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	745	-
HCM Lane V/C Ratio	-	-	-	0.029	-
HCM Control Delay (s)	-	0	0	10	-
HCM Lane LOS	-	A	A	A	-
HCM 95th %tile Q(veh)	-	-	-	0.1	-

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	101.4	19.0	120.4	1.27	38.0	A
Total	II		101.4	19.0	120.4	1.27	38.0	A

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	138.1	18.0	156.1	1.73	39.8	A
Total	II		138.1	18.0	156.1	1.73	39.8	A

Intersection						
Intersection Delay, s/veh	9.5					
Intersection LOS	A					
Approach	WB		NB		SB	
Entry Lanes	2		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	402		750		923	
Demand Flow Rate, veh/h	434		810		1015	
Vehicles Circulating, veh/h	769		280		24	
Vehicles Exiting, veh/h	321		759		1179	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	10.7		9.7		8.9	
Approach LOS	B		A		A	
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	R	LT	TR	LT	TR
Assumed Moves	LTR	R	LT	TR	LT	TR
RT Channelized						
Lane Util	0.470	0.530	0.470	0.530	0.470	0.530
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	204	230	381	429	477	538
Cap Entry Lane, veh/h	635	660	916	929	1110	1111
Entry HV Adj Factor	0.926	0.926	0.925	0.927	0.910	0.909
Flow Entry, veh/h	189	213	353	398	434	489
Cap Entry, veh/h	588	611	847	861	1009	1011
V/C Ratio	0.321	0.349	0.416	0.462	0.430	0.484
Control Delay, s/veh	10.6	10.8	9.3	10.0	8.4	9.3
LOS	B	B	A	B	A	A
95th %tile Queue, veh	1	2	2	2	2	3

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	↑↑	↑↑	↑
Traffic Vol, veh/h	5	5	10	5	685	625	10
Future Vol, veh/h	5	5	10	5	685	625	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	275	-	-	175
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	8	8	8
Mvmt Flow	5	5	11	5	745	679	11

Major/Minor	Minor2	Major1				Major2	
Conflicting Flow All	1084	340	496	679	0	-	0
Stage 1	679	-	-	-	-	-	-
Stage 2	405	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.26	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.28	-	-	-
Pot Cap-1 Maneuver	211	656	696	870	-	-	-
Stage 1	465	-	-	-	-	-	-
Stage 2	642	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	211	656	742	742	-	-	-
Mov Cap-2 Maneuver	211	-	-	-	-	-	-
Stage 1	465	-	-	-	-	-	-
Stage 2	642	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.7	0.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	742	-	319	-	-
HCM Lane V/C Ratio	0.022	-	0.034	-	-
HCM Control Delay (s)	10	-	16.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↗			↕↗	
Traffic Vol, veh/h	0	0	0	0	0	5	0	695	5	0	625	15
Future Vol, veh/h	0	0	0	0	0	5	0	695	5	0	625	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	-	-	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	8	8	2	2	8	8
Mvmt Flow	0	0	0	0	0	5	0	755	5	0	679	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	-	-	348	-	-	380	-	0	0	-	-	0
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	648	0	0	618	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	648	-	-	618	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	618	-
HCM Lane V/C Ratio	-	-	-	0.009	-
HCM Control Delay (s)	-	-	0	10.9	-
HCM Lane LOS	-	-	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection

Int Delay, s/veh 0.8

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘↙		↘↙	↑↑	↘	↑↑	↗
Traffic Vol, veh/h	20	20	35	680	0	605	20
Future Vol, veh/h	20	20	35	680	0	605	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	235	-	235	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	2	8	8
Mvmt Flow	22	22	38	739	0	658	22

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	1104	329	658	0	539
Stage 1	658	-	-	-	-
Stage 2	446	-	-	-	-
Critical Hdwy	6.84	6.94	4.26	-	6.44
Critical Hdwy Stg 1	5.84	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.28	-	2.52
Pot Cap-1 Maneuver	205	667	886	-	654
Stage 1	477	-	-	-	-
Stage 2	612	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	196	667	886	-	654
Mov Cap-2 Maneuver	196	-	-	-	-
Stage 1	477	-	-	-	-
Stage 2	586	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	18.9	0.5	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	886	-	303	654	-	-
HCM Lane V/C Ratio	0.043	-	0.143	-	-	-
HCM Control Delay (s)	9.2	-	18.9	0	-	-
HCM Lane LOS	A	-	C	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	↑↑	↑↑	
Traffic Vol, veh/h	0	0	15	0	715	625	0
Future Vol, veh/h	0	0	15	0	715	625	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	235	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	777	679	0

Major/Minor	Minor2	Major1				Major2	
Conflicting Flow All	1100	340	679	679	0	-	0
Stage 1	679	-	-	-	-	-	-
Stage 2	421	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	206	656	533	909	-	-	0
Stage 1	465	-	-	-	-	-	0
Stage 2	630	-	-	-	-	-	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	206	656	533	533	-	-	-
Mov Cap-2 Maneuver	206	-	-	-	-	-	-
Stage 1	465	-	-	-	-	-	-
Stage 2	630	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	533	-	-	-
HCM Lane V/C Ratio	0.031	-	-	-
HCM Control Delay (s)	12	-	0	-
HCM Lane LOS	B	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	15	0	730	625	15
Future Vol, veh/h	0	15	0	730	625	15
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	0	16	0	793	679	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	340	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	656	0 -
Stage 1	0	-	0 -
Stage 2	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	10.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT	SBR
Capacity (veh/h)	- 656	-	-
HCM Lane V/C Ratio	- 0.025	-	-
HCM Control Delay (s)	- 10.6	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Intersection							
Intersection Delay, s/veh	15.2						
Intersection LOS	C						
Approach	EB	WB		NB		SB	
Entry Lanes	1	2		2		2	
Conflicting Circle Lanes	2	2		2		2	
Adj Approach Flow, veh/h	16	874		859		695	
Demand Flow Rate, veh/h	17	953		945		750	
Vehicles Circulating, veh/h	1432	633		222		716	
Vehicles Exiting, veh/h	34	533		1227		870	
Follow-Up Headway, s	3.186	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0		0	
Ped Cap Adj	1.000	1.000		1.000		1.000	
Approach Delay, s/veh	10.1	19.6		10.5		15.6	
Approach LOS	B	C		B		C	
Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	L	LTR	LT	TR	LT	TR
Assumed Moves	LTR	L	LTR	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	0.530	0.470	0.470	0.530	0.469	0.531
Critical Headway, s	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	17	505	448	444	501	352	398
Cap Entry Lane, veh/h	415	703	725	957	967	660	685
Entry HV Adj Factor	0.917	0.917	0.916	0.910	0.909	0.928	0.925
Flow Entry, veh/h	16	463	411	404	456	327	368
Cap Entry, veh/h	380	644	665	870	879	613	633
V/C Ratio	0.041	0.718	0.618	0.464	0.518	0.533	0.581
Control Delay, s/veh	10.1	22.1	16.8	10.0	11.0	15.0	16.2
LOS	B	C	C	A	B	C	C
95th %tile Queue, veh	0	6	4	2	3	3	4

Intersection					
Intersection Delay, s/veh 10.5					
Intersection LOS B					
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	201	750		1131	
Demand Flow Rate, veh/h	213	823		1244	
Vehicles Circulating, veh/h	817	184		69	
Vehicles Exiting, veh/h	496	846		937	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	10.6	8.9		11.6	
Approach LOS	B	A		B	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	213	387	436	585	659
Cap Entry Lane, veh/h	638	984	993	1073	1077
Entry HV Adj Factor	0.944	0.911	0.912	0.908	0.909
Flow Entry, veh/h	201	353	398	531	599
Cap Entry, veh/h	602	897	906	975	979
V/C Ratio	0.334	0.393	0.439	0.545	0.612
Control Delay, s/veh	10.6	8.6	9.2	10.8	12.4
LOS	B	A	A	B	B
95th %tile Queue, veh	1	2	2	3	4

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	0	0	690	705	5
Future Vol, veh/h	0	0	0	690	705	5
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	10	10	10	10
Mvmt Flow	0	0	0	750	766	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	386	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	612	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	612	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

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

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	20	670	20	0	705
Future Vol, veh/h	0	20	670	20	0	705
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	10	10	10	10
Mvmt Flow	0	22	728	22	0	766

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	364	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
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	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 633	-
HCM Lane V/C Ratio	-	- 0.034	-
HCM Control Delay (s)	-	- 10.9	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↖	↖↗	
Traffic Vol, veh/h	0	5	0	690	700	5
Future Vol, veh/h	0	5	0	690	700	5
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	10	10	10	10
Mvmt Flow	0	5	0	750	761	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	383	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	615	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	615	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	615	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Control Delay (s)	-	10.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	5	0	690	695	10
Future Vol, veh/h	0	5	0	690	695	10
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	10	10	10	10
Mvmt Flow	0	5	0	750	755	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	383	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	615	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	615	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	615	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Control Delay (s)	-	10.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0.3

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	Y		u	↑↑	↑		u	↑↑
Traffic Vol, veh/h	5	0	10	670	15	20	0	680
Future Vol, veh/h	5	0	10	670	15	20	0	680
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	235	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	10	10	2	10	10
Mvmt Flow	5	0	11	728	16	22	0	739

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1163	364	539	0	0	531	728	0
Stage 1	750	-	-	-	-	-	-	-
Stage 2	413	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	6.44	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.3	-
Pot Cap-1 Maneuver	188	633	654	-	-	662	820	-
Stage 1	427	-	-	-	-	-	-	-
Stage 2	636	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	188	633	654	-	-	662	662	-
Mov Cap-2 Maneuver	188	-	-	-	-	-	-	-
Stage 1	427	-	-	-	-	-	-	-
Stage 2	636	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	24.7	0.2	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	654	-	-	188	662
HCM Lane V/C Ratio	0.017	-	-	0.029	0.033
HCM Control Delay (s)	10.6	-	-	24.7	10.6
HCM Lane LOS	B	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.1

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	20	0	695	665	30
Future Vol, veh/h	0	20	0	695	665	30
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	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	0	22	0	755	723	33

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	361	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	636	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	636	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	636	-	-
HCM Lane V/C Ratio	-	0.034	-	-
HCM Control Delay (s)	-	10.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	5	0	695	665	20
Future Vol, veh/h	0	5	0	695	665	20
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	0	5	0	755	723	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	361	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	636	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	636	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	636	-	-
HCM Lane V/C Ratio	-	0.009	-	-
HCM Control Delay (s)	-	10.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 1.3

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘			↘	↑↑	↘	↑↑	↘
Traffic Vol, veh/h	20	20	35	45	655	20	615	35
Future Vol, veh/h	20	20	35	45	655	20	615	35
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	8	2	8	8
Mvmt Flow	22	22	38	49	712	22	668	38

Major/Minor	Minor2	Major1				Major2		
Conflicting Flow All	1242	334	488	668	0	519	-	0
Stage 1	712	-	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.26	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.28	-	2.52	-	-
Pot Cap-1 Maneuver	167	662	704	878	-	673	-	-
Stage 1	447	-	-	-	-	-	-	-
Stage 2	555	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	167	662	781	781	-	673	-	-
Mov Cap-2 Maneuver	167	-	-	-	-	-	-	-
Stage 1	447	-	-	-	-	-	-	-
Stage 2	555	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	21.1	1.1	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	781	-	267	673	-	-
HCM Lane V/C Ratio	0.111	-	0.163	0.032	-	-
HCM Control Delay (s)	10.2	-	21.1	10.5	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.6	0.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	15	720	30	0	670
Future Vol, veh/h	0	15	720	30	0	670
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	8	8
Mvmt Flow	0	16	783	33	0	728

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	391	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	608	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	608	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 608	-
HCM Lane V/C Ratio	-	- 0.027	-
HCM Control Delay (s)	-	- 11.1	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.1	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	25	0	750	630	40
Future Vol, veh/h	0	25	0	750	630	40
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	27	0	815	685	43

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	342	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	654	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	654	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	654	-	-
HCM Lane V/C Ratio	-	0.042	-	-
HCM Control Delay (s)	-	10.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 1.7

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↘↙		↘	↕↕	↗		↘↙	↕↕
Traffic Vol, veh/h	5	0	190	730	10	20	0	635
Future Vol, veh/h	5	0	190	730	10	20	0	635
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	350	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	9	2	9	9
Mvmt Flow	5	0	207	793	11	22	0	690

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1596	397	504	0	0	579	793	0
Stage 1	1207	-	-	-	-	-	-	-
Stage 2	389	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	6.44	4.28	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.29	-
Pot Cap-1 Maneuver	97	602	688	-	-	617	780	-
Stage 1	246	-	-	-	-	-	-	-
Stage 2	654	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	97	602	688	-	-	617	617	-
Mov Cap-2 Maneuver	97	-	-	-	-	-	-	-
Stage 1	246	-	-	-	-	-	-	-
Stage 2	654	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	44.3	2.5	0.3
HCM LOS	E		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	688	-	-	97	617
HCM Lane V/C Ratio	0.3	-	-	0.056	0.035
HCM Control Delay (s)	12.5	-	-	44.3	11
HCM Lane LOS	B	-	-	E	B
HCM 95th %tile Q(veh)	1.3	-	-	0.2	0.1

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	5	0	930	820	10
Future Vol, veh/h	0	5	0	930	820	10
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	5	0	1011	891	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	446	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	560	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	560	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	560	-	-
HCM Lane V/C Ratio	-	0.01	-	-
HCM Control Delay (s)	-	11.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↕↕	↕↗	
Traffic Vol, veh/h	0	10	0	930	810	15
Future Vol, veh/h	0	10	0	930	810	15
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	9	9	9	9
Mvmt Flow	0	11	0	1011	880	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	448	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	558	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	558	- -
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	SBR
Capacity (veh/h)	- 558	-	-
HCM Lane V/C Ratio	- 0.019	-	-
HCM Control Delay (s)	- 11.6	-	-
HCM Lane LOS	- B	-	-
HCM 95th %tile Q(veh)	- 0.1	-	-

Intersection

Int Delay, s/veh 1.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	235	695	95	0	820
Future Vol, veh/h	0	235	695	95	0	820
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	9	9	9	9
Mvmt Flow	0	255	755	103	0	891






























Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	378	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	7.04	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.37	- -
Pot Cap-1 Maneuver	0	606	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	606	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	15.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 606	-
HCM Lane V/C Ratio	-	- 0.422	-
HCM Control Delay (s)	-	- 15.2	-
HCM Lane LOS	-	- C	-
HCM 95th %tile Q(veh)	-	- 2.1	-

HCM Signalized Intersection Capacity Analysis
27: SR 92 & E Paulding Dr

Build 2026 PM
07/18/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		 			 		 	 			 	 
Traffic Volume (vph)	45	270	200	40	480	145	270	590	30	10	115	630
Future Volume (vph)	45	270	200	40	480	145	270	590	30	10	115	630
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00		0.97	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1671	3343	1495	1671	3343	1495	3213	3312	1482		3230	3312
Flt Permitted	0.32	1.00	1.00	0.53	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	567	3343	1495	937	3343	1495	3213	3312	1482		3230	3312
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.97	0.97
Adj. Flow (vph)	53	318	235	44	527	159	290	634	32	11	119	649
RTOR Reduction (vph)	0	0	180	0	0	120	0	0	21	0	0	0
Lane Group Flow (vph)	53	318	55	44	527	39	290	634	11	0	130	649
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	9%	9%	9%	2%	9%	9%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	17.0	14.3	14.3	17.0	14.3	14.3	6.0	21.7	21.7		3.9	19.6
Effective Green, g (s)	18.0	14.8	14.3	18.0	14.8	14.8	6.5	22.2	21.7		4.4	20.1
Actuated g/C Ratio	0.30	0.24	0.24	0.30	0.24	0.24	0.11	0.37	0.36		0.07	0.33
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	226	816	352	317	816	365	344	1213	530		234	1098
v/s Ratio Prot	c0.01	0.10		0.01	c0.16		c0.09	0.19			0.04	c0.20
v/s Ratio Perm	0.06		0.04	0.03		0.03			0.01			
v/c Ratio	0.23	0.39	0.16	0.14	0.65	0.11	0.84	0.52	0.02		0.56	0.59
Uniform Delay, d1	15.6	19.1	18.4	15.4	20.5	17.8	26.5	15.0	12.6		27.2	16.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.3	0.2	0.2	1.8	0.1	16.9	1.6	0.1		2.8	2.3
Delay (s)	16.2	19.4	18.6	15.6	22.3	17.9	43.4	16.7	12.7		30.0	19.2
Level of Service	B	B	B	B	C	B	D	B	B		C	B
Approach Delay (s)		18.8			20.9			24.6				20.4
Approach LOS		B			C			C				C

Intersection Summary

HCM 2000 Control Delay	21.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	60.6	Sum of lost time (s)	16.5
Intersection Capacity Utilization	55.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	65
Future Volume (vph)	65
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Fr _t	0.85
Fl _t Protected	1.00
Satd. Flow (prot)	1482
Fl _t Permitted	1.00
Satd. Flow (perm)	1482
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	67
RTOR Reduction (vph)	45
Lane Group Flow (vph)	22
Heavy Vehicles (%)	9%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	19.6
Effective Green, g (s)	19.6
Actuated g/C Ratio	0.32
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	479
v/s Ratio Prot	
v/s Ratio Perm	0.01
v/c Ratio	0.05
Uniform Delay, d ₁	14.1
Progression Factor	1.00
Incremental Delay, d ₂	0.2
Delay (s)	14.3
Level of Service	B
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 2010 cannot analyze U-Turning movements.

Intersection

Int Delay, s/veh 1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	15	15	875	15	15	855
Future Vol, veh/h	15	15	875	15	15	855
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	175	235	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	6	6	9	9
Mvmt Flow	30	30	941	16	16	929

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1438	470	0
Stage 1	941	-	-
Stage 2	497	-	-
Critical Hdwy	6.84	6.94	-
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	-
Pot Cap-1 Maneuver	124	540	-
Stage 1	340	-	0
Stage 2	577	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	121	540	-
Mov Cap-2 Maneuver	121	-	-
Stage 1	340	-	-
Stage 2	563	-	-

Approach	WB	NB	SB
HCM Control Delay, s	28.2	0	0.2
HCM LOS	D		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	121	540	683
HCM Lane V/C Ratio	-	0.248	0.056	0.024
HCM Control Delay (s)	-	44.3	12.1	10.4
HCM Lane LOS	-	E	B	B
HCM 95th %tile Q(veh)	-	0.9	0.2	0.1

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	101.4	18.2	119.6	1.27	38.2	A
Total	II		101.4	18.2	119.6	1.27	38.2	A

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	138.1	20.7	158.8	1.73	39.1	A
Total	II		138.1	20.7	158.8	1.73	39.1	A

Intersection						
Intersection Delay, s/veh	57.2					
Intersection LOS	F					
Approach	WB		NB		SB	
Entry Lanes	2		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	478		1049		2142	
Demand Flow Rate, veh/h	512		1143		2377	
Vehicles Circulating, veh/h	1031		730		41	
Vehicles Exiting, veh/h	842		1688		1502	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	16.0		36.3		76.6	
Approach LOS	C		E		F	
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	R	LT	TR	LT	TR
Assumed Moves	LTR	R	LT	TR	LT	TR
RT Channelized						
Lane Util	0.471	0.529	0.470	0.530	0.470	0.530
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	241	271	537	606	1117	1260
Cap Entry Lane, veh/h	521	549	654	678	1096	1098
Entry HV Adj Factor	0.932	0.935	0.918	0.917	0.901	0.901
Flow Entry, veh/h	225	253	493	556	1007	1135
Cap Entry, veh/h	486	513	600	622	987	989
V/C Ratio	0.462	0.494	0.822	0.894	1.019	1.148
Control Delay, s/veh	15.9	16.1	31.9	40.2	54.1	96.4
LOS	C	C	D	E	F	F
95th %tile Queue, veh	2	3	8	11	21	32

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	↑
Traffic Vol, veh/h	0	15	5	965	1400	0
Future Vol, veh/h	0	15	5	965	1400	0
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	-	275	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	5	1049	1522	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2057	761	1522	0	-	0
Stage 1	1522	-	-	-	-	-
Stage 2	535	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.28	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.29	-	-	-
Pot Cap-1 Maneuver	48	348	402	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	551	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	348	402	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	166	-	-	-	-	-
Stage 2	544	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0.1	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	402	-	348	-	-
HCM Lane V/C Ratio	0.014	-	0.047	-	-
HCM Control Delay (s)	14.1	-	15.9	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↔			↕↔	
Traffic Vol, veh/h	0	0	0	0	0	5	0	965	5	0	1415	0
Future Vol, veh/h	0	0	0	0	0	5	0	965	5	0	1415	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	-	-	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	9	9	2	2	9	9
Mvmt Flow	0	0	0	0	0	5	0	1049	5	0	1538	0

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	-	-	769	-	-	527	-	0	0	-	-	0
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	344	0	0	496	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	344	-	-	496	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	NBR	EBLn1WBLn1	SBT	SBR
Capacity (veh/h)	-	-	- 496	-	-
HCM Lane V/C Ratio	-	-	- 0.011	-	-
HCM Control Delay (s)	-	-	0 12.3	-	-
HCM Lane LOS	-	-	A B	-	-
HCM 95th %tile Q(veh)	-	-	- 0	-	-

Intersection

Int Delay, s/veh 11.3

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘		↘	↗	↘	↗	↗
Traffic Vol, veh/h	50	40	15	915	5	1395	15
Future Vol, veh/h	50	40	15	915	5	1395	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	235	-	235	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	9	9
Mvmt Flow	54	43	16	995	5	1516	16

Major/Minor	Minor2		Major1		Major2		
Conflicting Flow All	2057	758	1516	0	726	-	0
Stage 1	1527	-	-	-	-	-	-
Stage 2	530	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.28	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.29	-	2.52	-	-
Pot Cap-1 Maneuver	~ 48	350	404	-	497	-	-
Stage 1	165	-	-	-	-	-	-
Stage 2	555	-	-	-	-	-	-
Platoon blocked, %				-		-	-
Mov Cap-1 Maneuver	~ 46	350	404	-	497	-	-
Mov Cap-2 Maneuver	~ 46	-	-	-	-	-	-
Stage 1	165	-	-	-	-	-	-
Stage 2	533	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 302.8	0.2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	404	-	75	497	-	-
HCM Lane V/C Ratio	0.04	-	1.304	0.011	-	-
HCM Control Delay (s)	14.3	-	\$ 302.8	12.3	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	7.6	0	-	-

Notes

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

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	YY		XX	↑↑	↑↑	
Traffic Vol, veh/h	0	0	0	930	1435	0
Future Vol, veh/h	0	0	0	930	1435	0
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	-	235	-	-	-
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	0	0	1011	1560	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2065	780	1560	0	-	0
Stage 1	1560	-	-	-	-	-
Stage 2	505	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	47	338	420	-	-	0
Stage 1	159	-	-	-	-	0
Stage 2	571	-	-	-	-	0
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	47	338	420	-	-	-
Mov Cap-2 Maneuver	47	-	-	-	-	-
Stage 1	159	-	-	-	-	-
Stage 2	571	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	420	-	-	-
HCM Lane V/C Ratio	-	-	-	-
HCM Control Delay (s)	0	-	0	-
HCM Lane LOS	A	-	A	-
HCM 95th %tile Q(veh)	0	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	20	0	930	1430	5
Future Vol, veh/h	0	20	0	930	1430	5
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	22	0	1011	1554	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	777	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	340	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	340	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	16.3	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	340	-	-
HCM Lane V/C Ratio	-	0.064	-	-
HCM Control Delay (s)	-	16.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection							
Intersection Delay, s/veh	51.4						
Intersection LOS	F						
Approach	EB	WB		NB		SB	
Entry Lanes	1	2		2		2	
Conflicting Circle Lanes	2	2		2		2	
Adj Approach Flow, veh/h	60	494		1570		1576	
Demand Flow Rate, veh/h	64	524		1774		1716	
Vehicles Circulating, veh/h	2010	911		406		311	
Vehicles Exiting, veh/h	17	1269		1668		1124	
Follow-Up Headway, s	3.186	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0		0	
Ped Cap Adj	1.000	1.000		1.000		1.000	
Approach Delay, s/veh	19.2	14.2		71.3		44.5	
Approach LOS	C	B		F		E	
Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	L	LTR	LT	TR	LT	TR
Assumed Moves	LTR	L	LTR	LT	R	LT	TR
RT Channelized							
Lane Util	1.000	0.531	0.469	0.495	0.505	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	64	278	246	878	896	807	909
Cap Entry Lane, veh/h	277	571	597	833	850	895	909
Entry HV Adj Factor	0.938	0.942	0.944	0.885	0.885	0.918	0.919
Flow Entry, veh/h	60	262	232	777	793	741	835
Cap Entry, veh/h	259	537	564	737	753	821	835
V/C Ratio	0.231	0.487	0.412	1.054	1.054	0.902	1.000
Control Delay, s/veh	19.2	15.3	12.8	71.5	71.0	34.4	53.4
LOS	C	C	B	F	F	D	F
95th %tile Queue, veh	1	3	2	20	20	12	18

Intersection					
Intersection Delay, s/veh 52.3					
Intersection LOS F					
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	500	1158		1538	
Demand Flow Rate, veh/h	510	1306		1738	
Vehicles Circulating, veh/h	1576	460		40	
Vehicles Exiting, veh/h	202	1626		1726	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	208.0	27.0		20.7	
Approach LOS	F	D		C	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	510	614	692	817	921
Cap Entry Lane, veh/h	375	800	819	1097	1099
Entry HV Adj Factor	0.980	0.886	0.887	0.885	0.885
Flow Entry, veh/h	500	544	614	723	815
Cap Entry, veh/h	368	709	726	970	973
V/C Ratio	1.360	0.767	0.845	0.745	0.838
Control Delay, s/veh	208.0	23.6	30.0	17.4	23.7
LOS	F	C	D	C	C
95th %tile Queue, veh	24	7	10	7	10

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	0	0	1065	1330	0
Future Vol, veh/h	0	0	0	1065	1330	0
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	13	13	13	13
Mvmt Flow	0	0	0	1158	1446	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	723	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	369	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	369	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

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

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	30	1035	15	0	1330
Future Vol, veh/h	0	30	1035	15	0	1330
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	13	13	13	13
Mvmt Flow	0	33	1125	16	0	1446

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	563	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	470	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	470	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 470	-
HCM Lane V/C Ratio	-	- 0.069	-
HCM Control Delay (s)	-	- 13.2	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	5	0	1050	1330	0
Future Vol, veh/h	0	5	0	1050	1330	0
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	13	13	13	13
Mvmt Flow	0	5	0	1141	1446	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	723	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	369	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	369	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	369	-	-
HCM Lane V/C Ratio	-	0.015	-	-
HCM Control Delay (s)	-	14.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	5	0	1050	1335	0
Future Vol, veh/h	0	5	0	1050	1335	0
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	13	13	13	13
Mvmt Flow	0	5	0	1141	1451	0

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	726	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	367	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	367	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	15	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	367	-	-
HCM Lane V/C Ratio	-	0.015	-	-
HCM Control Delay (s)	-	15	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	Y		Y	↑↑	↑		Y	↑↑
Traffic Vol, veh/h	15	0	5	1040	5	10	0	1330
Future Vol, veh/h	15	0	5	1040	5	10	0	1330
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	235	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	13	13	2	13	13
Mvmt Flow	16	0	5	1130	5	11	0	1446

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1886	565	1055	0	0	825	1130	0
Stage 1	1141	-	-	-	-	-	-	-
Stage 2	745	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	6.44	4.36	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.33	-
Pot Cap-1 Maneuver	62	468	306	-	-	430	554	-
Stage 1	267	-	-	-	-	-	-	-
Stage 2	430	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	62	468	306	-	-	430	430	-
Mov Cap-2 Maneuver	62	-	-	-	-	-	-	-
Stage 1	267	-	-	-	-	-	-	-
Stage 2	430	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	82.6	0.1	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	306	-	-	62	430
HCM Lane V/C Ratio	0.018	-	-	0.263	0.025
HCM Control Delay (s)	17	-	-	82.6	13.6
HCM Lane LOS	C	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	0.9	0.1

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	35	0	1050	1335	15
Future Vol, veh/h	0	35	0	1050	1335	15
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	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	13	13
Mvmt Flow	0	38	0	1141	1451	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	726	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	367	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	367	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	15.9	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	367	-	-
HCM Lane V/C Ratio	-	0.104	-	-
HCM Control Delay (s)	-	15.9	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	20	0	1050	1365	5
Future Vol, veh/h	0	20	0	1050	1365	5
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	22	0	1141	1484	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	742	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	358	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	358	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	15.7	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	358	-	-
HCM Lane V/C Ratio	-	0.061	-	-
HCM Control Delay (s)	-	15.7	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 31.4

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	Y			X	↑↑	⊘	↑↑	↗
Traffic Vol, veh/h	75	45	35	15	930	45	1310	30
Future Vol, veh/h	75	45	35	15	930	45	1310	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	9	2	9	9
Mvmt Flow	82	49	38	16	1011	49	1424	33

Major/Minor	Minor2	Major1				Major2		
Conflicting Flow All	2136	712	1039	1424	0	737	-	0
Stage 1	1522	-	-	-	-	-	-	-
Stage 2	614	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.28	-	6.44	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.29	-	2.52	-	-
Pot Cap-1 Maneuver	~ 42	375	313	440	-	489	-	-
Stage 1	166	-	-	-	-	-	-	-
Stage 2	502	-	-	-	-	-	-	-
Platoon blocked, %					-		-	-
Mov Cap-1 Maneuver	~ 42	375	310	310	-	489	-	-
Mov Cap-2 Maneuver	~ 42	-	-	-	-	-	-	-
Stage 1	166	-	-	-	-	-	-	-
Stage 2	502	-	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	\$ 636.5	1	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	310	-	63	489	-	-
HCM Lane V/C Ratio	0.175	-	2.07	0.1	-	-
HCM Control Delay (s)	19.1	-	\$ 636.5	13.2	-	-
HCM Lane LOS	C	-	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	12.4	0.3	-	-

Notes

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

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	30	950	5	0	1390
Future Vol, veh/h	0	30	950	5	0	1390
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	2	2
Mvmt Flow	0	33	1033	5	0	1511

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	516	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
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	WB	NB	SB
HCM Control Delay, s	12.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 504	-
HCM Lane V/C Ratio	-	- 0.065	-
HCM Control Delay (s)	-	- 12.6	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Intersection

Int Delay, s/veh 0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	30	0	955	1380	10
Future Vol, veh/h	0	30	0	955	1380	10
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	33	0	1038	1500	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	750	-
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	-
Pot Cap-1 Maneuver	0	354	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	354	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	16.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	354	-	-
HCM Lane V/C Ratio	-	0.092	-	-
HCM Control Delay (s)	-	16.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.3	-	-

Intersection

Int Delay, s/veh 1.8

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	Y		U	↑↑	↑		↓	↑↑
Traffic Vol, veh/h	20	0	85	950	5	5	0	1405
Future Vol, veh/h	20	0	85	950	5	5	0	1405
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	350	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	9	2	9	9
Mvmt Flow	22	0	92	1033	5	5	0	1527

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1991	516	1115	0	0	753	1033	0
Stage 1	1217	-	-	-	-	-	-	-
Stage 2	774	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	6.44	4.28	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.29	-
Pot Cap-1 Maneuver	53	504	280	-	-	478	628	-
Stage 1	243	-	-	-	-	-	-	-
Stage 2	415	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	53	504	280	-	-	478	478	-
Mov Cap-2 Maneuver	53	-	-	-	-	-	-	-
Stage 1	243	-	-	-	-	-	-	-
Stage 2	415	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	113.9	2	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	280	-	-	53	478
HCM Lane V/C Ratio	0.33	-	-	0.41	0.011
HCM Control Delay (s)	24.1	-	-	113.9	12.6
HCM Lane LOS	C	-	-	F	B
HCM 95th %tile Q(veh)	1.4	-	-	1.5	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	15	0	1040	1500	10
Future Vol, veh/h	0	15	0	1040	1500	10
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	16	0	1130	1630	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	815	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	321	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	321	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	16.8	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	321	-	-
HCM Lane V/C Ratio	-	0.051	-	-
HCM Control Delay (s)	-	16.8	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	20	0	1040	1510	5
Future Vol, veh/h	0	20	0	1040	1510	5
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	9	9	9	9
Mvmt Flow	0	22	0	1130	1641	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	823	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	317	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	317	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	17.2	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	317	-	-
HCM Lane V/C Ratio	-	0.069	-	-
HCM Control Delay (s)	-	17.2	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	110	930	260	0	1530
Future Vol, veh/h	0	110	930	260	0	1530
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	5	5	9	9	9	9
Mvmt Flow	0	120	1011	283	0	1663






























Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	505	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	7	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.35	- -
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	WB	NB	SB
HCM Control Delay, s	14.4	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 504	-
HCM Lane V/C Ratio	-	- 0.237	-
HCM Control Delay (s)	-	- 14.4	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.9	-

HCM Signalized Intersection Capacity Analysis
27: SR 92 & E Paulding Dr

Build 2046 AM
07/18/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		 			 		 	 			 	 
Traffic Volume (vph)	95	725	565	50	315	145	335	880	65	70	355	925
Future Volume (vph)	95	725	565	50	315	145	335	880	65	70	355	925
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00		0.97	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1687	3374	1509	1687	3374	1509	3213	3312	1482		3248	3312
Flt Permitted	0.47	1.00	1.00	0.15	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	826	3374	1509	274	3374	1509	3213	3312	1482		3248	3312
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.97	0.97
Adj. Flow (vph)	112	853	665	55	346	159	360	946	70	76	366	954
RTOR Reduction (vph)	0	0	245	0	0	113	0	0	48	0	0	0
Lane Group Flow (vph)	112	853	420	55	346	46	360	946	22	0	442	954
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	9%	9%	9%	2%	9%	9%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	30.9	26.2	26.2	29.3	25.4	25.4	10.7	27.9	27.9		12.7	29.9
Effective Green, g (s)	31.9	26.7	26.2	30.3	25.9	25.9	11.2	28.4	27.9		13.2	30.4
Actuated g/C Ratio	0.36	0.30	0.30	0.34	0.29	0.29	0.13	0.32	0.31		0.15	0.34
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	347	1015	445	163	985	440	405	1060	466		483	1135
v/s Ratio Prot	c0.02	0.25		0.02	0.10		0.11	0.29			c0.14	c0.29
v/s Ratio Perm	0.10		c0.28	0.10		0.03			0.01			
v/c Ratio	0.32	0.84	0.94	0.34	0.35	0.11	0.89	0.89	0.05		0.92	0.84
Uniform Delay, d1	19.6	29.0	30.5	21.4	24.8	22.9	38.1	28.7	21.2		37.2	26.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	6.4	28.7	1.2	0.2	0.1	20.4	11.4	0.2		21.9	7.6
Delay (s)	20.1	35.4	59.2	22.6	25.0	23.0	58.5	40.1	21.3		59.1	34.5
Level of Service	C	D	E	C	C	C	E	D	C		E	C
Approach Delay (s)		44.0			24.2			44.0				39.7
Approach LOS		D			C			D				D

Intersection Summary

HCM 2000 Control Delay	40.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.88		
Actuated Cycle Length (s)	88.7	Sum of lost time (s)	16.5
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	180
Future Volume (vph)	180
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Fr _t	0.85
Fl _t Protected	1.00
Satd. Flow (prot)	1482
Fl _t Permitted	1.00
Satd. Flow (perm)	1482
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	186
RTOR Reduction (vph)	123
Lane Group Flow (vph)	63
Heavy Vehicles (%)	9%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	29.9
Effective Green, g (s)	29.9
Actuated g/C Ratio	0.34
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	499
v/s Ratio Prot	
v/s Ratio Perm	0.04
v/c Ratio	0.13
Uniform Delay, d ₁	20.4
Progression Factor	1.00
Incremental Delay, d ₂	0.5
Delay (s)	20.9
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 2010 cannot analyze U-Turning movements.

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕↕	↗	↘	↕↕
Traffic Vol, veh/h	0	0	1280	30	30	1510
Future Vol, veh/h	0	0	1280	30	30	1510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	175	235	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	7	7	9	9
Mvmt Flow	0	0	1376	32	33	1641

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2262	688	0	-	1376	0
Stage 1	1376	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.28	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.29	-
Pot Cap-1 Maneuver	35	389	-	0	460	-
Stage 1	200	-	-	0	-	-
Stage 2	363	-	-	0	-	-
Platoon blocked, %			-			
Mov Cap-1 Maneuver	32	389	-	-	460	-
Mov Cap-2 Maneuver	32	-	-	-	-	-
Stage 1	200	-	-	-	-	-
Stage 2	337	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	-	460	-
HCM Lane V/C Ratio	-	-	-	0.071	-
HCM Control Delay (s)	-	0	0	13.4	-
HCM Lane LOS	-	A	A	B	-
HCM 95th %tile Q(veh)	-	-	-	0.2	-

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	101.4	40.3	141.7	1.27	32.3	B
Total	II		101.4	40.3	141.7	1.27	32.3	B

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	138.1	34.8	172.9	1.73	35.9	A
Total	II		138.1	34.8	172.9	1.73	35.9	A

Intersection						
Intersection Delay, s/veh	26.7					
Intersection LOS	D					
Approach	WB		NB		SB	
Entry Lanes	2		2		2	
Conflicting Circle Lanes	2		2		2	
Adj Approach Flow, veh/h	663		1261		1516	
Demand Flow Rate, veh/h	716		1362		1667	
Vehicles Circulating, veh/h	1297		454		41	
Vehicles Exiting, veh/h	519		1254		1972	
Follow-Up Headway, s	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0		0		0	
Ped Cap Adj	1.000		1.000		1.000	
Approach Delay, s/veh	41.3		29.1		18.3	
Approach LOS	E		D		C	
Lane	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	R	LT	TR	LT	TR
Assumed Moves	LTR	R	LT	TR	LT	TR
RT Channelized						
Lane Util	0.471	0.529	0.470	0.530	0.470	0.530
Critical Headway, s	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	337	379	640	722	783	884
Cap Entry Lane, veh/h	427	456	804	822	1096	1098
Entry HV Adj Factor	0.925	0.927	0.926	0.926	0.910	0.909
Flow Entry, veh/h	312	351	593	668	712	803
Cap Entry, veh/h	395	423	744	761	997	998
V/C Ratio	0.789	0.832	0.796	0.878	0.715	0.805
Control Delay, s/veh	39.7	42.8	24.9	32.9	15.7	20.6
LOS	E	E	C	D	C	C
95th %tile Queue, veh	7	8	8	11	6	9

Intersection

Int Delay, s/veh 0.4

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	↑↑	↑↑	↑
Traffic Vol, veh/h	10	5	10	5	1150	1035	15
Future Vol, veh/h	10	5	10	5	1150	1035	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	275	-	-	175
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	8	8	8
Mvmt Flow	11	5	11	5	1250	1125	16

Major/Minor	Minor2	Major1				Major2	
Conflicting Flow All	1783	563	821	1125	0	-	0
Stage 1	1125	-	-	-	-	-	-
Stage 2	658	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.26	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.28	-	-	-
Pot Cap-1 Maneuver	73	470	432	583	-	-	-
Stage 1	272	-	-	-	-	-	-
Stage 2	477	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	73	470	469	469	-	-	-
Mov Cap-2 Maneuver	73	-	-	-	-	-	-
Stage 1	272	-	-	-	-	-	-
Stage 2	477	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	46.9	0.2	0
HCM LOS	E		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	469	-	102	-	-
HCM Lane V/C Ratio	0.035	-	0.16	-	-
HCM Control Delay (s)	13	-	46.9	-	-
HCM Lane LOS	B	-	E	-	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			↗			↗		↕↔			↕↔	
Traffic Vol, veh/h	0	0	0	0	0	5	0	1160	5	0	1035	15
Future Vol, veh/h	0	0	0	0	0	5	0	1160	5	0	1035	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	-	-	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	8	8	2	2	8	8
Mvmt Flow	0	0	0	0	0	5	0	1261	5	0	1125	16

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	-	-	571	-	-	633	-	0	0	-	-	0
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	464	0	0	422	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	464	-	-	422	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	13.6	0	0
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	-	422	-	-
HCM Lane V/C Ratio	-	-	-	0.013	-	-
HCM Control Delay (s)	-	-	0	13.6	-	-
HCM Lane LOS	-	-	A	B	-	-
HCM 95th %tile Q(veh)	-	-	-	0	-	-

Intersection

Int Delay, s/veh 1.2

Movement	EBL	EBR	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘		↘	↗	↘	↗	↗
Traffic Vol, veh/h	20	20	40	1145	0	1015	20
Future Vol, veh/h	20	20	40	1145	0	1015	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	235	-	235	-	0
Veh in Median Storage, #	0	-	-	0	-	0	-
Grade, %	0	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	2	8	8
Mvmt Flow	22	22	43	1245	0	1103	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	1812	552	1103
Stage 1	1103	-	-
Stage 2	709	-	-
Critical Hdwy	6.84	6.94	4.26
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.28
Pot Cap-1 Maneuver	70	477	595
Stage 1	279	-	-
Stage 2	449	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	65	477	595
Mov Cap-2 Maneuver	65	-	-
Stage 1	279	-	-
Stage 2	417	-	-

Approach	EB	NB	SB
HCM Control Delay, s	54.8	0.4	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	595	-	114	380	-	-
HCM Lane V/C Ratio	0.073	-	0.381	-	-	-
HCM Control Delay (s)	11.5	-	54.8	0	-	-
HCM Lane LOS	B	-	F	A	-	-
HCM 95th %tile Q(veh)	0.2	-	1.6	0	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations	Y			X	↑↑	↑↑	
Traffic Vol, veh/h	0	0	15	0	1185	1035	0
Future Vol, veh/h	0	0	15	0	1185	1035	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	235	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2
Mvmt Flow	0	0	16	0	1288	1125	0

Major/Minor	Minor2	Major1				Major2	
Conflicting Flow All	1802	563	1125	1125	0	-	0
Stage 1	1125	-	-	-	-	-	-
Stage 2	677	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	2.22	-	-	-
Pot Cap-1 Maneuver	71	470	276	617	-	-	0
Stage 1	272	-	-	-	-	-	0
Stage 2	466	-	-	-	-	-	0
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	71	470	276	276	-	-	-
Mov Cap-2 Maneuver	71	-	-	-	-	-	-
Stage 1	272	-	-	-	-	-	-
Stage 2	466	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT
Capacity (veh/h)	276	-	-	-
HCM Lane V/C Ratio	0.059	-	-	-
HCM Control Delay (s)	18.9	-	0	-
HCM Lane LOS	C	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	15	0	1200	1035	15
Future Vol, veh/h	0	15	0	1200	1035	15
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	0	16	0	1304	1125	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	563	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	470	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	470	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	12.9	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	470	-	-
HCM Lane V/C Ratio	-	0.035	-	-
HCM Control Delay (s)	-	12.9	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection							
Intersection Delay, s/veh	149.9						
Intersection LOS	F						
Approach	EB	WB		NB		SB	
Entry Lanes	1	2		2		2	
Conflicting Circle Lanes	2	2		2		2	
Adj Approach Flow, veh/h	38	1435		1402		1142	
Demand Flow Rate, veh/h	41	1564		1542		1234	
Vehicles Circulating, veh/h	2348	1039		376		1173	
Vehicles Exiting, veh/h	59	879		2013		1430	
Follow-Up Headway, s	3.186	3.186		3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0		0	
Ped Cap Adj	1.000	1.000		1.000		1.000	
Approach Delay, s/veh	22.8	249.9		35.9		168.5	
Approach LOS	C	F		E		F	
Lane	Left	Left	Right	Left	Right	Left	Right
Designated Moves	LTR	L	LTR	LT	TR	LT	TR
Assumed Moves	LTR	L	LTR	LT	TR	LT	TR
RT Channelized							
Lane Util	1.000	0.530	0.470	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	41	829	735	725	817	580	654
Cap Entry Lane, veh/h	218	518	546	852	868	469	497
Entry HV Adj Factor	0.927	0.917	0.917	0.909	0.909	0.925	0.926
Flow Entry, veh/h	38	760	674	659	743	537	605
Cap Entry, veh/h	202	475	501	774	790	434	460
V/C Ratio	0.188	1.599	1.346	0.851	0.941	1.237	1.316
Control Delay, s/veh	22.8	301.1	192.1	29.2	41.8	153.1	182.2
LOS	C	F	F	D	E	F	F
95th %tile Queue, veh	1	42	30	10	14	22	27

Intersection					
Intersection Delay, s/veh 35.4					
Intersection LOS E					
Approach	EB	NB		SB	
Entry Lanes	1	2		2	
Conflicting Circle Lanes	2	2		2	
Adj Approach Flow, veh/h	337	1207		1853	
Demand Flow Rate, veh/h	357	1325		2038	
Vehicles Circulating, veh/h	1319	305		100	
Vehicles Exiting, veh/h	819	1371		1530	
Follow-Up Headway, s	3.186	3.186		3.186	
Ped Vol Crossing Leg, #/h	0	0		0	
Ped Cap Adj	1.000	1.000		1.000	
Approach Delay, s/veh	38.3	19.2		45.4	
Approach LOS	E	C		E	
Lane	Left	Left	Right	Left	Right
Designated Moves	LR	LT	TR	LT	TR
Assumed Moves	LR	LT	TR	LT	TR
RT Channelized					
Lane Util	1.000	0.470	0.530	0.470	0.530
Critical Headway, s	4.113	4.293	4.113	4.293	4.113
Entry Flow, veh/h	357	623	702	958	1080
Cap Entry Lane, veh/h	449	899	913	1048	1054
Entry HV Adj Factor	0.944	0.910	0.911	0.909	0.909
Flow Entry, veh/h	337	567	639	871	982
Cap Entry, veh/h	424	818	831	953	958
V/C Ratio	0.795	0.693	0.769	0.914	1.025
Control Delay, s/veh	38.3	17.2	21.0	32.9	56.4
LOS	E	C	C	D	F
95th %tile Queue, veh	7	6	8	14	21

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	0	0	1110	1140	10
Future Vol, veh/h	0	0	0	1110	1140	10
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	10	10	10	10
Mvmt Flow	0	0	0	1207	1239	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	625	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	428	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	428	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

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

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	25	1085	20	0	1140
Future Vol, veh/h	0	25	1085	20	0	1140
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	10	10	10	10
Mvmt Flow	0	27	1179	22	0	1239

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	590	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	451	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	451	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 451	-
HCM Lane V/C Ratio	-	- 0.06	-
HCM Control Delay (s)	-	- 13.5	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↖↖	↖↗	
Traffic Vol, veh/h	0	10	0	1105	1135	5
Future Vol, veh/h	0	10	0	1105	1135	5
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	10	10	10	10
Mvmt Flow	0	11	0	1201	1234	5

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	620	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	431	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	431	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	431	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Control Delay (s)	-	13.6	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	5	0	1105	1135	10
Future Vol, veh/h	0	5	0	1105	1135	10
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	10	10	10	10
Mvmt Flow	0	5	0	1201	1234	11

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	622	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	430	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	430	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	13.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	430	-	-
HCM Lane V/C Ratio	-	0.013	-	-
HCM Control Delay (s)	-	13.5	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0	-	-

Intersection

Int Delay, s/veh 0.6

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↘↙		↘	↗↗	↗		↘	↗↗
Traffic Vol, veh/h	10	0	15	1085	15	20	0	1120
Future Vol, veh/h	10	0	15	1085	15	20	0	1120
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	235	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	10	10	2	10	10
Mvmt Flow	11	0	16	1179	16	22	0	1217

Major/Minor	Minor1	Major1	Major2					
Conflicting Flow All	1864	590	888	0	0	861	1179	0
Stage 1	1212	-	-	-	-	-	-	-
Stage 2	652	-	-	-	-	-	-	-
Critical Hdwy	6.84	6.94	6.44	-	-	6.44	4.3	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.52	-	-	2.52	2.3	-
Pot Cap-1 Maneuver	64	451	392	-	-	408	545	-
Stage 1	244	-	-	-	-	-	-	-
Stage 2	480	-	-	-	-	-	-	-
Platoon blocked, %				-	-			-
Mov Cap-1 Maneuver	64	451	392	-	-	408	408	-
Mov Cap-2 Maneuver	64	-	-	-	-	-	-	-
Stage 1	244	-	-	-	-	-	-	-
Stage 2	480	-	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	72.4	0.2	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	392	-	-	64	408
HCM Lane V/C Ratio	0.042	-	-	0.17	0.053
HCM Control Delay (s)	14.6	-	-	72.4	14.3
HCM Lane LOS	B	-	-	F	B
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.2

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	25	0	1115	1105	40
Future Vol, veh/h	0	25	0	1115	1105	40
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	-	-	-	180
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	10	10
Mvmt Flow	0	27	0	1212	1201	43

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	601	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	443	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	443	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	443	-	-
HCM Lane V/C Ratio	-	0.061	-	-
HCM Control Delay (s)	-	13.7	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	10	0	1115	1110	20
Future Vol, veh/h	0	10	0	1115	1110	20
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	8	8	8
Mvmt Flow	0	11	0	1212	1207	22

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	603	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	442	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	442	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	442	-	-
HCM Lane V/C Ratio	-	0.025	-	-
HCM Control Delay (s)	-	13.4	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 3.5

Movement	EBL	EBR	NBU	NBL	NBT	SBU	SBT	SBR
Lane Configurations	↘			↘	↑↑	↘	↑↑	↘
Traffic Vol, veh/h	30	30	45	70	1060	25	1030	65
Future Vol, veh/h	30	30	45	70	1060	25	1030	65
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	-	235	-	235	-	175
Veh in Median Storage, #	0	-	-	-	0	-	0	-
Grade, %	0	-	-	-	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	8	2	8	8
Mvmt Flow	33	33	49	76	1152	27	1120	71

Major/Minor	Minor2	Major1			Major2		
Conflicting Flow All	2000	560	817	1120	0	841	- 0
Stage 1	1174	-	-	-	-	-	- -
Stage 2	826	-	-	-	-	-	- -
Critical Hdwy	6.84	6.94	6.44	4.26	-	6.44	- -
Critical Hdwy Stg 1	5.84	-	-	-	-	-	- -
Critical Hdwy Stg 2	5.84	-	-	-	-	-	- -
Follow-up Hdwy	3.52	3.32	2.52	2.28	-	2.52	- -
Pot Cap-1 Maneuver	52	472	435	586	-	420	- -
Stage 1	256	-	-	-	-	-	- -
Stage 2	390	-	-	-	-	-	- -
Platoon blocked, %					-		- -
Mov Cap-1 Maneuver	52	472	500	500	-	420	- -
Mov Cap-2 Maneuver	52	-	-	-	-	-	- -
Stage 1	256	-	-	-	-	-	- -
Stage 2	390	-	-	-	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	103.6	1.4	0.3
HCM LOS	F		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBU	SBT	SBR
Capacity (veh/h)	500	-	94	420	-	-
HCM Lane V/C Ratio	0.25	-	0.694	0.065	-	-
HCM Control Delay (s)	14.6	-	103.6	14.2	-	-
HCM Lane LOS	B	-	F	B	-	-
HCM 95th %tile Q(veh)	1	-	3.5	0.2	-	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	20	1155	35	0	1105
Future Vol, veh/h	0	20	1155	35	0	1105
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	8	8
Mvmt Flow	0	22	1255	38	0	1201

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	628	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	426	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	-	426	- - - -
Mov Cap-2 Maneuver	-	-	- - - -
Stage 1	-	-	- - - -
Stage 2	-	-	- - - -

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

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 426	-
HCM Lane V/C Ratio	-	- 0.051	-
HCM Control Delay (s)	-	- 13.9	-
HCM Lane LOS	-	- B	-
HCM 95th %tile Q(veh)	-	- 0.2	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	25	0	1190	1060	45
Future Vol, veh/h	0	25	0	1190	1060	45
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	27	0	1293	1152	49

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	576	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	460	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	460	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	460	-	-
HCM Lane V/C Ratio	-	0.059	-	-
HCM Control Delay (s)	-	13.3	-	-
HCM Lane LOS	-	B	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-

Intersection

Int Delay, s/veh 5.2

Movement	WBL	WBR	NBU	NBT	NBR	SBU	SBL	SBT
Lane Configurations	↘↙		↘	↗↗	↗		↘↘	↗↗
Traffic Vol, veh/h	5	0	305	1165	10	25	0	1060
Future Vol, veh/h	5	0	305	1165	10	25	0	1060
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	-	None
Storage Length	0	-	350	-	175	-	235	-
Veh in Median Storage, #	0	-	-	0	-	-	-	0
Grade, %	0	-	-	0	-	-	-	0
Peak Hour Factor	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	9	9	2	9	9
Mvmt Flow	5	0	332	1266	11	27	0	1152

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2559	633 841	0 0 924 1266 0
Stage 1	1929	- -	- - - - -
Stage 2	630	- -	- - - - -
Critical Hdwy	6.84	6.94 6.44	- - 6.44 4.28 -
Critical Hdwy Stg 1	5.84	- -	- - - - -
Critical Hdwy Stg 2	5.84	- -	- - - - -
Follow-up Hdwy	3.52	3.32 2.52	- - 2.52 2.29 -
Pot Cap-1 Maneuver	22	422 420	- - 371 508 -
Stage 1	99	- -	- - - - -
Stage 2	493	- -	- - - - -
Platoon blocked, %			- - -
Mov Cap-1 Maneuver	22	422 420	- - 371 371 -
Mov Cap-2 Maneuver	22	- -	- - - - -
Stage 1	99	- -	- - - - -
Stage 2	493	- -	- - - - -

Approach	WB	NB	SB
HCM Control Delay, s	215.8	8	0.4
HCM LOS	F		

Minor Lane/Major Mvmt	NBU	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	420	-	- 22	371	-
HCM Lane V/C Ratio	0.789	-	- 0.247	0.073	-
HCM Control Delay (s)	38.9	-	- 215.8	15.5	-
HCM Lane LOS	E	-	- F	C	-
HCM 95th %tile Q(veh)	6.9	-	- 0.7	0.2	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	↗
Traffic Vol, veh/h	0	10	0	1480	1355	15
Future Vol, veh/h	0	10	0	1480	1355	15
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	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	9	9	9
Mvmt Flow	0	11	0	1609	1473	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	736	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	361	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	361	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

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

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	361	-	-
HCM Lane V/C Ratio	-	0.03	-	-
HCM Control Delay (s)	-	15.3	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↗↗	↗↗	
Traffic Vol, veh/h	0	10	0	1480	1350	15
Future Vol, veh/h	0	10	0	1480	1350	15
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	9	9	9	9
Mvmt Flow	0	11	0	1609	1467	16

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	742	- 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	6.94	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.32	- -
Pot Cap-1 Maneuver	0	358	0 -
Stage 1	0	-	0 -
Stage 2	0	-	0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	358	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	15.4	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	-	358	-	-
HCM Lane V/C Ratio	-	0.03	-	-
HCM Control Delay (s)	-	15.4	-	-
HCM Lane LOS	-	C	-	-
HCM 95th %tile Q(veh)	-	0.1	-	-

Intersection

Int Delay, s/veh 8.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↕↕	↗		↕↕
Traffic Vol, veh/h	0	380	1100	155	0	1360
Future Vol, veh/h	0	380	1100	155	0	1360
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	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	7	7	9	9	9	9
Mvmt Flow	0	413	1196	168	0	1478






























Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	-	598	0 0
Stage 1	-	-	- -
Stage 2	-	-	- -
Critical Hdwy	-	7.04	- -
Critical Hdwy Stg 1	-	-	- -
Critical Hdwy Stg 2	-	-	- -
Follow-up Hdwy	-	3.37	- -
Pot Cap-1 Maneuver	0	433	- - 0 -
Stage 1	0	-	- - 0 -
Stage 2	0	-	- - 0 -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	-	433	- -
Mov Cap-2 Maneuver	-	-	- -
Stage 1	-	-	- -
Stage 2	-	-	- -

Approach	WB	NB	SB
HCM Control Delay, s	63.6	0	0
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBT
Capacity (veh/h)	-	- 433	-
HCM Lane V/C Ratio	-	- 0.954	-
HCM Control Delay (s)	-	- 63.6	-
HCM Lane LOS	-	- F	-
HCM 95th %tile Q(veh)	-	- 11.3	-

HCM Signalized Intersection Capacity Analysis
27: SR 92 & E Paulding Dr

Build 2046 PM
07/18/2017

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations		 			 		 	 			 	 
Traffic Volume (vph)	75	440	325	65	785	240	440	925	50	15	190	1050
Future Volume (vph)	75	440	325	65	785	240	440	925	50	15	190	1050
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.5	4.0	4.0	4.0	4.0	4.0	4.5		4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	0.97	0.95	1.00		0.97	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85		1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1671	3343	1495	1671	3343	1495	3213	3312	1482		3228	3312
Flt Permitted	0.17	1.00	1.00	0.31	1.00	1.00	0.95	1.00	1.00		0.95	1.00
Satd. Flow (perm)	293	3343	1495	551	3343	1495	3213	3312	1482		3228	3312
Peak-hour factor, PHF	0.85	0.85	0.85	0.91	0.91	0.91	0.93	0.93	0.93	0.92	0.97	0.97
Adj. Flow (vph)	88	518	382	71	863	264	473	995	54	16	196	1082
RTOR Reduction (vph)	0	0	221	0	0	166	0	0	32	0	0	0
Lane Group Flow (vph)	88	518	161	71	863	98	473	995	22	0	212	1082
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	9%	9%	9%	2%	9%	9%
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	Prot	NA	Perm	Prot	Prot	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases	4		4	8		8			2			
Actuated Green, G (s)	27.4	23.5	23.5	27.6	23.6	23.6	13.5	35.7	35.7		7.9	30.1
Effective Green, g (s)	28.4	24.0	23.5	28.6	24.1	24.1	14.0	36.2	35.7		8.4	30.6
Actuated g/C Ratio	0.32	0.27	0.26	0.32	0.27	0.27	0.16	0.41	0.40		0.09	0.34
Clearance Time (s)	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5		4.5	4.5
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	161	900	394	233	904	404	504	1345	593		304	1137
v/s Ratio Prot	c0.03	0.15		0.02	c0.26		c0.15	0.30			0.07	c0.33
v/s Ratio Perm	0.15		0.11	0.08		0.07			0.01			
v/c Ratio	0.55	0.58	0.41	0.30	0.95	0.24	0.94	0.74	0.04		0.70	0.95
Uniform Delay, d1	23.8	28.1	27.1	21.8	32.0	25.4	37.1	22.5	16.2		39.1	28.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	3.8	0.9	0.7	0.7	19.6	0.3	25.3	3.7	0.1		6.8	17.3
Delay (s)	27.5	29.0	27.8	22.6	51.6	25.7	62.4	26.1	16.4		45.9	45.9
Level of Service	C	C	C	C	D	C	E	C	B		D	D
Approach Delay (s)		28.4			44.2			37.1				43.9
Approach LOS		C			D			D				D

Intersection Summary

HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.93		
Actuated Cycle Length (s)	89.1	Sum of lost time (s)	16.5
Intersection Capacity Utilization	80.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Fr _t	0.85
Fl _t Protected	1.00
Satd. Flow (prot)	1482
Fl _t Permitted	1.00
Satd. Flow (perm)	1482
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	108
RTOR Reduction (vph)	72
Lane Group Flow (vph)	36
Heavy Vehicles (%)	9%
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	30.1
Effective Green, g (s)	30.1
Actuated g/C Ratio	0.34
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	500
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.07
Uniform Delay, d ₁	20.0
Progression Factor	1.00
Incremental Delay, d ₂	0.3
Delay (s)	20.3
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

HCM 2010 cannot analyze U-Turning movements.

Intersection

Int Delay, s/veh 6.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑↑	↗	↘	↑↑
Traffic Vol, veh/h	20	20	1395	20	20	1420
Future Vol, veh/h	20	20	1395	20	20	1420
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	0	0	-	175	235	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	50	50	93	93	92	92
Heavy Vehicles, %	2	2	6	6	9	9
Mvmt Flow	40	40	1500	22	22	1543

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2315	750	0
Stage 1	1500	-	-
Stage 2	815	-	-
Critical Hdwy	6.84	6.94	4.28
Critical Hdwy Stg 1	5.84	-	-
Critical Hdwy Stg 2	5.84	-	-
Follow-up Hdwy	3.52	3.32	2.29
Pot Cap-1 Maneuver	~ 32	354	0
Stage 1	171	-	0
Stage 2	396	-	0
Platoon blocked, %			
Mov Cap-1 Maneuver	~ 30	354	410
Mov Cap-2 Maneuver	~ 30	-	-
Stage 1	171	-	-
Stage 2	375	-	-

Approach	WB	NB	SB
HCM Control Delay, s	247.6	0	0.2
HCM LOS	F		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	30	354	410
HCM Lane V/C Ratio	-	1.333	0.113	0.053
HCM Control Delay (s)	-	\$ 478.6	16.5	14.3
HCM Lane LOS	-	F	C	B
HCM 95th %tile Q(veh)	-	4.5	0.4	0.2

Notes

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

Arterial Level of Service: NB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	101.4	26.3	127.7	1.27	35.8	A
Total	II		101.4	26.3	127.7	1.27	35.8	A

Arterial Level of Service: SB SR 92

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
E Paulding Dr	II	45	138.1	45.4	183.5	1.73	33.9	B
Total	II		138.1	45.4	183.5	1.73	33.9	B

APPENDIX D

Roundabout Analysis Reports

INTERSECTION SUMMARY

 Site: 1 [Due West Rd/St - 2026 AM]

Roundabout with E-N bypass lanes (2-lane circulating road)
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	25.4 mph	25.4 mph
Travel Distance (Total)	650.4 veh-mi/h	780.5 pers-mi/h
Travel Time (Total)	25.6 veh-h/h	30.7 pers-h/h
Demand Flows (Total)	2268 veh/h	2722 pers/h
Percent Heavy Vehicles (Demand)	9.3 %	
Degree of Saturation	0.478	
Practical Spare Capacity	77.9 %	
Effective Intersection Capacity	4747 veh/h	
Control Delay (Total)	5.22 veh-h/h	6.26 pers-h/h
Control Delay (Average)	8.3 sec	8.3 sec
Control Delay (Worst Lane)	9.1 sec	
Control Delay (Worst Movement)	9.1 sec	9.1 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	8.3 sec	
Idling Time (Average)	5.8 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	2.5 veh	
95% Back of Queue - Distance (Worst Lane)	67.1 ft	
Queue Storage Ratio (Worst Lane)	0.22	
Total Effective Stops	829 veh/h	994 pers/h
Effective Stop Rate	0.37 per veh	0.37 per pers
Proportion Queued	0.47	0.47
Performance Index	40.3	40.3
Cost (Total)	471.97 \$/h	471.97 \$/h
Fuel Consumption (Total)	44.9 gal/h	
Carbon Dioxide (Total)	406.0 kg/h	
Hydrocarbons (Total)	0.038 kg/h	
Carbon Monoxide (Total)	0.448 kg/h	
NOx (Total)	1.213 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,088,870 veh/y	1,306,644 pers/y
Delay	2,504 veh-h/y	3,005 pers-h/y
Effective Stops	397,760 veh/y	477,312 pers/y
Travel Distance	312,193 veh-mi/y	374,632 pers-mi/y
Travel Time	12,274 veh-h/y	14,729 pers-h/y
Cost	226,544 \$/y	226,544 \$/y
Fuel Consumption	21,534 gal/y	
Carbon Dioxide	194,891 kg/y	
Hydrocarbons	18 kg/y	
Carbon Monoxide	215 kg/y	
NOx	582 kg/y	

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Project: H:\648732 SR 92\01 CONCEPT\75 Traffic\Roundabout Analysis\Due West Rd_Due West St\SIDRA 7\2026 Due west St-Rd_V3.sip7

INTERSECTION SUMMARY

 Site: 1 [Due West Rd/St - 2026 PM]

Roundabout with E-N bypass lanes (2-lane circulating road)
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	22.1 mph	22.1 mph
Travel Distance (Total)	777.0 veh-mi/h	932.3 pers-mi/h
Travel Time (Total)	35.1 veh-h/h	42.1 pers-h/h
Demand Flows (Total)	2707 veh/h	3248 pers/h
Percent Heavy Vehicles (Demand)	10.8 %	
Degree of Saturation	0.708	
Practical Spare Capacity	20.0 %	
Effective Intersection Capacity	3822 veh/h	
Control Delay (Total)	10.05 veh-h/h	12.07 pers-h/h
Control Delay (Average)	13.4 sec	13.4 sec
Control Delay (Worst Lane)	22.1 sec	
Control Delay (Worst Movement)	22.1 sec	22.1 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	13.4 sec	
Idling Time (Average)	8.9 sec	
Intersection Level of Service (LOS)	LOS B	
95% Back of Queue - Vehicles (Worst Lane)	4.6 veh	
95% Back of Queue - Distance (Worst Lane)	125.1 ft	
Queue Storage Ratio (Worst Lane)	0.17	
Total Effective Stops	1770 veh/h	2124 pers/h
Effective Stop Rate	0.65 per veh	0.65 per pers
Proportion Queued	0.63	0.63
Performance Index	61.5	61.5
Cost (Total)	699.49 \$/h	699.49 \$/h
Fuel Consumption (Total)	64.3 gal/h	
Carbon Dioxide (Total)	582.9 kg/h	
Hydrocarbons (Total)	0.055 kg/h	
Carbon Monoxide (Total)	0.622 kg/h	
NOx (Total)	1.915 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,299,130 veh/y	1,558,957 pers/y
Delay	4,826 veh-h/y	5,791 pers-h/y
Effective Stops	849,633 veh/y	1,019,560 pers/y
Travel Distance	372,939 veh-mi/y	447,527 pers-mi/y
Travel Time	16,840 veh-h/y	20,208 pers-h/y
Cost	335,755 \$/y	335,755 \$/y
Fuel Consumption	30,864 gal/y	
Carbon Dioxide	279,784 kg/y	
Hydrocarbons	26 kg/y	
Carbon Monoxide	299 kg/y	
NOx	919 kg/y	

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INTERSECTION SUMMARY

 Site: 1 [Due West Rd/St - 2046 AM]

Roundabout with E-N bypass lanes (2-lane circulating road)
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	18.3 mph	18.3 mph
Travel Distance (Total)	1062.7 veh-mi/h	1275.3 pers-mi/h
Travel Time (Total)	58.0 veh-h/h	69.6 pers-h/h
Demand Flows (Total)	3703 veh/h	4444 pers/h
Percent Heavy Vehicles (Demand)	9.3 %	
Degree of Saturation	0.891	
Practical Spare Capacity	-4.6 %	
Effective Intersection Capacity	4158 veh/h	
Control Delay (Total)	24.77 veh-h/h	29.72 pers-h/h
Control Delay (Average)	24.1 sec	24.1 sec
Control Delay (Worst Lane)	31.1 sec	
Control Delay (Worst Movement)	31.1 sec	31.1 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	24.1 sec	
Idling Time (Average)	16.5 sec	
Intersection Level of Service (LOS)	LOS C	
95% Back of Queue - Vehicles (Worst Lane)	12.9 veh	
95% Back of Queue - Distance (Worst Lane)	349.2 ft	
Queue Storage Ratio (Worst Lane)	1.15	
Total Effective Stops	3585 veh/h	4302 pers/h
Effective Stop Rate	0.97 per veh	0.97 per pers
Proportion Queued	0.85	0.85
Performance Index	134.3	134.3
Cost (Total)	1044.65 \$/h	1044.65 \$/h
Fuel Consumption (Total)	84.5 gal/h	
Carbon Dioxide (Total)	764.0 kg/h	
Hydrocarbons (Total)	0.076 kg/h	
Carbon Monoxide (Total)	0.833 kg/h	
NOx (Total)	2.312 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,777,565 veh/y	2,133,079 pers/y
Delay	11,890 veh-h/y	14,268 pers-h/y
Effective Stops	1,720,603 veh/y	2,064,723 pers/y
Travel Distance	510,114 veh-mi/y	612,136 pers-mi/y
Travel Time	27,846 veh-h/y	33,415 pers-h/y
Cost	501,430 \$/y	501,430 \$/y
Fuel Consumption	40,548 gal/y	
Carbon Dioxide	366,707 kg/y	
Hydrocarbons	37 kg/y	
Carbon Monoxide	400 kg/y	
NOx	1,110 kg/y	

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INTERSECTION SUMMARY

 Site: 1 [Due West Rd/St - 2046 PM]

Roundabout with E-N bypass lanes (2-lane circulating road)
Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	9.7 mph	9.7 mph
Travel Distance (Total)	1139.3 veh-mi/h	1367.1 pers-mi/h
Travel Time (Total)	117.4 veh-h/h	140.9 pers-h/h
Demand Flows (Total)	4016 veh/h	4820 pers/h
Percent Heavy Vehicles (Demand)	10.8 %	
Degree of Saturation	1.226	
Practical Spare Capacity	-30.6 %	
Effective Intersection Capacity	3277 veh/h	
Control Delay (Total)	80.12 veh-h/h	96.15 pers-h/h
Control Delay (Average)	71.8 sec	71.8 sec
Control Delay (Worst Lane)	148.4 sec	
Control Delay (Worst Movement)	148.4 sec	148.4 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	71.8 sec	
Idling Time (Average)	49.0 sec	
Intersection Level of Service (LOS)	LOS E	
95% Back of Queue - Vehicles (Worst Lane)	44.0 veh	
95% Back of Queue - Distance (Worst Lane)	1204.5 ft	
Queue Storage Ratio (Worst Lane)	1.59	
Total Effective Stops	7741 veh/h	9289 pers/h
Effective Stop Rate	1.93 per veh	1.93 per pers
Proportion Queued	0.87	0.87
Performance Index	308.8	308.8
Cost (Total)	2069.22 \$/h	2069.22 \$/h
Fuel Consumption (Total)	129.9 gal/h	
Carbon Dioxide (Total)	1175.9 kg/h	
Hydrocarbons (Total)	0.133 kg/h	
Carbon Monoxide (Total)	1.270 kg/h	
NOx (Total)	3.744 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,927,826 veh/y	2,313,392 pers/y
Delay	38,459 veh-h/y	46,151 pers-h/y
Effective Stops	3,715,567 veh/y	4,458,680 pers/y
Travel Distance	546,846 veh-mi/y	656,215 pers-mi/y
Travel Time	56,345 veh-h/y	67,614 pers-h/y
Cost	993,225 \$/y	993,225 \$/y
Fuel Consumption	62,356 gal/y	
Carbon Dioxide	564,453 kg/y	
Hydrocarbons	64 kg/y	
Carbon Monoxide	609 kg/y	
NOx	1,797 kg/y	

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Organisation: PARSONS TRANSPORTATION GROUP | Processed: Thursday, August 31, 2017 3:59:59 PM

Project: H:\648732 SR 92\01 CONCEPT\75 Traffic\Roundabout Analysis\Due West Rd_Due West St\SIDRA 7\2046 Due west St-Rd_V3.sip7

INTERSECTION SUMMARY

 Site: 1 [Due West Rd - 2026 AM]

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	25.6 mph	25.6 mph
Travel Distance (Total)	577.4 veh-mi/h	692.9 pers-mi/h
Travel Time (Total)	22.6 veh-h/h	27.1 pers-h/h
Demand Flows (Total)	1936 veh/h	2323 pers/h
Percent Heavy Vehicles (Demand)	11.8 %	
Degree of Saturation	0.377	
Practical Spare Capacity	125.4 %	
Effective Intersection Capacity	5133 veh/h	
Control Delay (Total)	4.06 veh-h/h	4.87 pers-h/h
Control Delay (Average)	7.6 sec	7.6 sec
Control Delay (Worst Lane)	10.5 sec	
Control Delay (Worst Movement)	10.1 sec	10.1 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	7.6 sec	
Idling Time (Average)	5.8 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	1.9 veh	
95% Back of Queue - Distance (Worst Lane)	51.3 ft	
Queue Storage Ratio (Worst Lane)	0.17	
Total Effective Stops	486 veh/h	584 pers/h
Effective Stop Rate	0.25 per veh	0.25 per pers
Proportion Queued	0.31	0.31
Performance Index	29.3	29.3
Cost (Total)	438.94 \$/h	438.94 \$/h
Fuel Consumption (Total)	46.3 gal/h	
Carbon Dioxide (Total)	421.0 kg/h	
Hydrocarbons (Total)	0.038 kg/h	
Carbon Monoxide (Total)	0.461 kg/h	
NOx (Total)	1.478 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	929,217 veh/y	1,115,061 pers/y
Delay	1,949 veh-h/y	2,339 pers-h/y
Effective Stops	233,507 veh/y	280,208 pers/y
Travel Distance	277,141 veh-mi/y	332,569 pers-mi/y
Travel Time	10,846 veh-h/y	13,015 pers-h/y
Cost	210,689 \$/y	210,689 \$/y
Fuel Consumption	22,237 gal/y	
Carbon Dioxide	202,071 kg/y	
Hydrocarbons	18 kg/y	
Carbon Monoxide	221 kg/y	
NOx	709 kg/y	

INTERSECTION SUMMARY

 Site: 1 [Due West Rd - 2026 PM]

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	25.8 mph	25.8 mph
Travel Distance (Total)	581.3 veh-mi/h	697.5 pers-mi/h
Travel Time (Total)	22.5 veh-h/h	27.1 pers-h/h
Demand Flows (Total)	2061 veh/h	2473 pers/h
Percent Heavy Vehicles (Demand)	9.6 %	
Degree of Saturation	0.458	
Practical Spare Capacity	85.7 %	
Effective Intersection Capacity	4502 veh/h	
Control Delay (Total)	4.18 veh-h/h	5.02 pers-h/h
Control Delay (Average)	7.3 sec	7.3 sec
Control Delay (Worst Lane)	7.7 sec	
Control Delay (Worst Movement)	7.6 sec	7.6 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	7.3 sec	
Idling Time (Average)	5.7 sec	
Intersection Level of Service (LOS)	LOS A	
95% Back of Queue - Vehicles (Worst Lane)	2.7 veh	
95% Back of Queue - Distance (Worst Lane)	71.6 ft	
Queue Storage Ratio (Worst Lane)	0.24	
Total Effective Stops	396 veh/h	476 pers/h
Effective Stop Rate	0.19 per veh	0.19 per pers
Proportion Queued	0.31	0.31
Performance Index	29.7	29.7
Cost (Total)	415.84 \$/h	415.84 \$/h
Fuel Consumption (Total)	41.6 gal/h	
Carbon Dioxide (Total)	376.5 kg/h	
Hydrocarbons (Total)	0.035 kg/h	
Carbon Monoxide (Total)	0.421 kg/h	
NOx (Total)	1.161 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	989,217 veh/y	1,187,061 pers/y
Delay	2,009 veh-h/y	2,410 pers-h/y
Effective Stops	190,316 veh/y	228,379 pers/y
Travel Distance	279,009 veh-mi/y	334,810 pers-mi/y
Travel Time	10,822 veh-h/y	12,986 pers-h/y
Cost	199,603 \$/y	199,603 \$/y
Fuel Consumption	19,955 gal/y	
Carbon Dioxide	180,730 kg/y	
Hydrocarbons	17 kg/y	
Carbon Monoxide	202 kg/y	
NOx	557 kg/y	

INTERSECTION SUMMARY

 Site: 1 [Due West Rd - 2046 AM]

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	20.3 mph	20.3 mph
Travel Distance (Total)	947.0 veh-mi/h	1136.3 pers-mi/h
Travel Time (Total)	46.7 veh-h/h	56.0 pers-h/h
Demand Flows (Total)	3175 veh/h	3810 pers/h
Percent Heavy Vehicles (Demand)	11.8 %	
Degree of Saturation	0.765	
Practical Spare Capacity	11.1 %	
Effective Intersection Capacity	4150 veh/h	
Control Delay (Total)	16.29 veh-h/h	19.55 pers-h/h
Control Delay (Average)	18.5 sec	18.5 sec
Control Delay (Worst Lane)	46.1 sec	
Control Delay (Worst Movement)	43.4 sec	43.4 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	18.5 sec	
Idling Time (Average)	14.4 sec	
Intersection Level of Service (LOS)	LOS B	
95% Back of Queue - Vehicles (Worst Lane)	5.2 veh	
95% Back of Queue - Distance (Worst Lane)	142.5 ft	
Queue Storage Ratio (Worst Lane)	0.42	
Total Effective Stops	1660 veh/h	1992 pers/h
Effective Stop Rate	0.52 per veh	0.52 per pers
Proportion Queued	0.49	0.49
Performance Index	74.1	74.1
Cost (Total)	875.36 \$/h	875.36 \$/h
Fuel Consumption (Total)	81.9 gal/h	
Carbon Dioxide (Total)	744.2 kg/h	
Hydrocarbons (Total)	0.070 kg/h	
Carbon Monoxide (Total)	0.814 kg/h	
NOx (Total)	2.596 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,524,000 veh/y	1,828,800 pers/y
Delay	7,822 veh-h/y	9,386 pers-h/y
Effective Stops	796,698 veh/y	956,037 pers/y
Travel Distance	454,537 veh-mi/y	545,444 pers-mi/y
Travel Time	22,402 veh-h/y	26,883 pers-h/y
Cost	420,173 \$/y	420,173 \$/y
Fuel Consumption	39,331 gal/y	
Carbon Dioxide	357,215 kg/y	
Hydrocarbons	34 kg/y	
Carbon Monoxide	391 kg/y	
NOx	1,246 kg/y	

INTERSECTION SUMMARY

 Site: 1 [Due West Rd - 2046 PM]

Roundabout

Intersection Performance - Hourly Values		
Performance Measure	Vehicles	Persons
Travel Speed (Average)	19.8 mph	19.8 mph
Travel Distance (Total)	981.6 veh-mi/h	1177.9 pers-mi/h
Travel Time (Total)	49.6 veh-h/h	59.5 pers-h/h
Demand Flows (Total)	3539 veh/h	4247 pers/h
Percent Heavy Vehicles (Demand)	9.4 %	
Degree of Saturation	0.771	
Practical Spare Capacity	10.3 %	
Effective Intersection Capacity	4591 veh/h	
Control Delay (Total)	17.57 veh-h/h	21.08 pers-h/h
Control Delay (Average)	17.9 sec	17.9 sec
Control Delay (Worst Lane)	25.3 sec	
Control Delay (Worst Movement)	23.9 sec	23.9 sec
Geometric Delay (Average)	0.0 sec	
Stop-Line Delay (Average)	17.9 sec	
Idling Time (Average)	13.5 sec	
Intersection Level of Service (LOS)	LOS B	
95% Back of Queue - Vehicles (Worst Lane)	7.7 veh	
95% Back of Queue - Distance (Worst Lane)	208.4 ft	
Queue Storage Ratio (Worst Lane)	0.69	
Total Effective Stops	2010 veh/h	2412 pers/h
Effective Stop Rate	0.57 per veh	0.57 per pers
Proportion Queued	0.63	0.63
Performance Index	84.3	84.3
Cost (Total)	895.16 \$/h	895.16 \$/h
Fuel Consumption (Total)	78.5 gal/h	
Carbon Dioxide (Total)	710.4 kg/h	
Hydrocarbons (Total)	0.069 kg/h	
Carbon Monoxide (Total)	0.786 kg/h	
NOx (Total)	2.157 kg/h	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Signalised Intersections.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Intersection Performance - Annual Values		
Performance Measure	Vehicles	Persons
Demand Flows (Total)	1,698,783 veh/y	2,038,539 pers/y
Delay	8,433 veh-h/y	10,119 pers-h/y
Effective Stops	964,730 veh/y	1,157,676 pers/y
Travel Distance	471,161 veh-mi/y	565,393 pers-mi/y
Travel Time	23,787 veh-h/y	28,544 pers-h/y
Cost	429,678 \$/y	429,678 \$/y
Fuel Consumption	37,687 gal/y	
Carbon Dioxide	340,979 kg/y	
Hydrocarbons	33 kg/y	
Carbon Monoxide	377 kg/y	
NOx	1,035 kg/y	

