Appendix E – Traffic Analysis

KY 44 Programming Study

Bullitt County, KY

December 9, 2022

Synchro Output Files

KY 44 Programming Study

Bullitt County, KY

December 9, 2022

2022 Base AM HCM 6th Results

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	565	788	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	788
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	391
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	391
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				288	0	0	0	538	0	0	663	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				363	0		0	2238		0	2238	
Arrive On Green				0.20	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Sat Flow, veh/h				1781	0	1585	0	3647	1585	0	3647	1585
Grp Volume(v), veh/h				288	0	0	0	538	0	0	663	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	1585	0	1777	1585
Q Serve(g_s), s				10.9	0.0	0.0	0.0	4.7	0.0	0.0	6.0	0.0
Cycle Q Clear(g_c), s				10.9	0.0	0.0	0.0	4.7	0.0	0.0	6.0	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				363	0		0	2238		0	2238	
V/C Ratio(X)				0.79	0.00		0.00	0.24		0.00	0.30	
Avail Cap(c_a), veh/h				841	0		0	2238		0	2238	
HCM Platoon Ratio				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	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				26.8	0.0	0.0	0.0	5.7	0.0	0.0	6.0	0.0
Incr Delay (d2), s/veh				6.6	0.0	0.0	0.0	0.3	0.0	0.0	0.3	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
%ile BackOfQ(50%),veh/ln				5.0	0.0	0.0	0.0	1.3	0.0	0.0	1.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				33.4	0.0	0.0	0.0	6.0	0.0	0.0	6.3	0.0
LnGrp LOS				C	A		A	A		A	A	
Approach Vol, veh/h					288			538			663	
Approach Delay, s/veh					33.4			6.0			6.3	
Approach LOS					C			A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	50.0	21.0	50.0
Change Period (Y+Rc), s	* 5.3	6.5	* 5.3
Max Green Setting (Gmax), s	* 45	33.5	* 45
Max Q Clear Time (g_c+I1), s	0.0	12.9	0.0
Green Ext Time (p_c), s	0.0	1.6	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	158	391	391			0	929	0	212	739	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Cap, veh/h	489	435	435			0	1524		367	2078	0
Arrive On Green	0.27	0.27	0.27			0.00	0.43	0.00	0.08	0.58	0.00
Sat Flow, veh/h	1781	1585	1585			0	3741	0	1781	3647	0
Grp Volume(v), veh/h	158	391	391			0	929	0	212	739	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1585			0	1777	0	1781	1777	0
Q Serve(g_s), s	6.5	21.8	21.8			0.0	18.5	0.0	5.7	10.0	0.0
Cycle Q Clear(g_c), s	6.5	21.8	21.8			0.0	18.5	0.0	5.7	10.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	489	435	435			0	1524		367	2078	0
V/C Ratio(X)	0.32	0.90	0.90			0.00	0.61		0.58	0.36	0.00
Avail Cap(c_a), veh/h	554	493	493			0	1524		380	2078	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00			0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.5	32.0	32.0			0.0	20.2	0.0	14.8	10.0	0.0
Incr Delay (d2), s/veh	0.5	18.6	18.6			0.0	1.8	0.0	2.6	0.5	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
%ile BackOfQ(50%),veh/ln	2.7	10.2	10.2			0.0	7.7	0.0	2.2	3.4	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	27.0	50.7	50.7			0.0	22.1	0.0	17.3	10.4	0.0
LnGrp LOS	C	D	D			A	C		B	B	A
Approach Vol, veh/h	549						929			951	
Approach Delay, s/veh	43.9						22.1			12.0	
Approach LOS	D						C			B	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	14.3	45.7	31.6	60.0
Change Period (Y+Rc), s	6.5	* 6.4	6.5	* 6.4
Max Green Setting (Gmax), s	8.5	* 39	28.5	* 54
Max Q Clear Time (g_c+I1), s	7.7	0.0	23.8	0.0
Green Ext Time (p_c), s	0.1	0.0	1.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

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

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

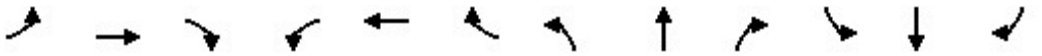
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	65	0	11	5	761	76	0	1005	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1855	505	1312	1819	419	1010	0	0	837	0	0
Stage 1	1008	1008	-	809	809	-	-	-	-	-	-	-
Stage 2	391	847	-	503	1010	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	73	512	116	77	583	682	-	-	793	-	-
Stage 1	258	316	-	340	392	-	-	-	-	-	-	-
Stage 2	605	376	-	519	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	72	512	114	76	583	682	-	-	793	-	-
Mov Cap-2 Maneuver	98	72	-	114	76	-	-	-	-	-	-	-
Stage 1	256	316	-	338	389	-	-	-	-	-	-	-
Stage 2	589	373	-	513	316	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.1	63.5	0.1	0
HCM LOS	B	F		

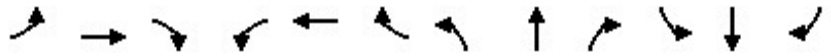
Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	682	-	-	512	114	583	793	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.572	0.019	-	-	-
HCM Control Delay (s)	10.3	-	-	12.1	72.2	11.3	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.8	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	429	0	0	663	375	0	0	0	158	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	726	709	0	726	709	601	0	194	0	236	0	165
Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.10	0.00	0.10
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Grp Volume(v), veh/h	38	429	0	0	663	375	0	0	0	158	0	38
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	2.1	26.1	0.0	0.0	48.1	27.2	0.0	0.0	0.0	12.3	0.0	3.1
Cycle Q Clear(g_c), s	2.1	26.1	0.0	0.0	48.1	27.2	0.0	0.0	0.0	12.3	0.0	3.1
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	709	0	0	709	601	0	194	0	236	0	165
V/C Ratio(X)	0.00	0.61	0.00	0.00	0.94	0.62	0.00	0.00	0.00	0.67	0.00	0.23
Avail Cap(c_a), veh/h	0	709	0	0	709	601	0	311	0	348	0	264
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	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	35.3	0.0	0.0	42.2	35.7	0.0	0.0	0.0	62.2	0.0	58.1
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.0	21.2	4.8	0.0	0.0	0.0	3.3	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.2	0.0	0.0	25.1	10.8	0.0	0.0	0.0	5.7	0.0	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.1	0.0	0.0	63.4	40.5	0.0	0.0	0.0	65.5	0.0	58.8
LnGrp LOS	A	D	A	A	E	D	A	A	A	E	A	E
Approach Vol, veh/h		467			1038			0			196	
Approach Delay, s/veh		35.9			55.1			0.0			64.2	
Approach LOS		D			E						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	60.0	60.0		21.2	60.0	60.0		21.2				
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5				
Max Q Clear Time (g_c+I1), s	0.0	28.1		0.0	4.1	50.1		14.3				
Green Ext Time (p_c), s	0.0	8.0		0.0	0.1	2.2		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			50.9									
HCM 6th LOS			D									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	495	76	92	913	38	65	27	27	54	27	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	261	1130	957	560	1143	48	217	106	106	110	48	82
Arrive On Green	0.01	0.60	0.60	0.05	0.64	0.64	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1783	74	1304	858	858	436	386	659
Grp Volume(v), veh/h	11	495	76	92	0	951	65	0	54	146	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1857	1304	0	1716	1481	0	0
Q Serve(g_s), s	0.2	12.6	1.8	1.7	0.0	33.3	0.0	0.0	2.5	6.0	0.0	0.0
Cycle Q Clear(g_c), s	0.2	12.6	1.8	1.7	0.0	33.3	5.2	0.0	2.5	8.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.50	0.37		0.45
Lane Grp Cap(c), veh/h	261	1130	957	560	0	1191	217	0	212	239	0	0
V/C Ratio(X)	0.04	0.44	0.08	0.16	0.00	0.80	0.30	0.00	0.25	0.61	0.00	0.00
Avail Cap(c_a), veh/h	711	1130	957	943	0	1191	461	0	534	526	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	11.7	9.4	7.3	6.6	0.0	11.7	36.2	0.0	35.0	37.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	1.2	0.2	0.1	0.0	5.6	0.8	0.0	0.6	2.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	4.4	0.5	0.5	0.0	11.2	1.4	0.0	1.1	3.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.8	10.7	7.4	6.7	0.0	17.3	37.0	0.0	35.7	40.3	0.0	0.0
LnGrp LOS	B	B	A	A	A	B	D	A	D	D	A	A
Approach Vol, veh/h		582			1043			119			146	
Approach Delay, s/veh		10.3			16.4			36.4			40.3	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.0	60.0		17.4	7.7	63.3		17.4
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green Setting (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Q Clear Time (g_c+I1), s	13.7	14.6		7.2	2.2	35.3		10.6
Green Ext Time (p_c), s	0.2	10.9		0.3	0.0	14.5		0.4

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	38	495	870	11	33	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	881	0	-	0	1447	876
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	767	-	-	-	145	348
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	767	-	-	-	135	348
Mov Cap-2 Maneuver	-	-	-	-	135	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	24.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	767	-	-	-	135	348
HCM Lane V/C Ratio	0.05	-	-	-	0.242	0.344
HCM Control Delay (s)	9.9	0	-	-	40	20.7
HCM Lane LOS	A	A	-	-	E	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.9	1.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	516	652	5	5	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1323	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	668	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	172	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	152	466
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SW
HCM Control Delay, s	1.2	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	433
HCM Lane V/C Ratio	0.082	-	-	-	0.339
HCM Control Delay (s)	9.2	0	-	-	17.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.5

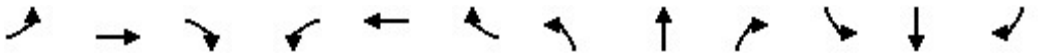
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	940	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	940
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	320
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	320
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	516	38	92	489	33	92	11	261	11	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	489	1038	880	489	1103	934	329	12	296	105	166	166
Arrive On Green	0.01	0.56	0.56	0.05	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1390	64	1530	1107	858	858
Grp Volume(v), veh/h	11	516	38	92	489	33	92	0	272	11	0	22
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1390	0	1595	1107	0	1716
Q Serve(g_s), s	0.2	16.3	1.1	2.1	14.0	0.8	5.6	0.0	15.9	0.9	0.0	1.0
Cycle Q Clear(g_c), s	0.2	16.3	1.1	2.1	14.0	0.8	6.6	0.0	15.9	16.9	0.0	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.50
Lane Grp Cap(c), veh/h	489	1038	880	489	1103	934	329	0	309	105	0	332
V/C Ratio(X)	0.02	0.50	0.04	0.19	0.44	0.04	0.28	0.00	0.88	0.10	0.00	0.07
Avail Cap(c_a), veh/h	623	1038	880	562	1103	934	400	0	390	162	0	419
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.7	13.1	9.7	9.5	11.0	8.3	34.4	0.0	37.7	45.9	0.0	31.7
Incr Delay (d2), s/veh	0.0	1.7	0.1	0.2	1.3	0.1	0.5	0.0	17.3	0.4	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	6.3	0.3	0.7	5.1	0.3	1.9	0.0	7.5	0.3	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.7	14.8	9.8	9.7	12.3	8.3	34.8	0.0	55.0	46.4	0.0	31.8
LnGrp LOS	A	B	A	A	B	A	C	A	D	D	A	C
Approach Vol, veh/h		565			614			364			33	
Approach Delay, s/veh		14.4			11.7			49.9			36.6	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	60.0		25.1	7.8	63.3		25.1				
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5				
Max Green Setting (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5				
Max Q Clear Time (g_c+I1), s	4.1	18.3		17.9	2.2	16.0		18.9				
Green Ext Time (p_c), s	0.1	10.8		0.7	0.0	10.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		22.0	
HCM 6th LOS		C	

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	870	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	870
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	351
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	351
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	33	71	33	22	22	120	701	49	27	511	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	61	132	69	33	33	535	1115	78	380	1110	59
Arrive On Green	0.12	0.12	0.12	0.04	0.04	0.04	0.04	0.65	0.65	0.02	0.63	0.63
Sat Flow, veh/h	1781	529	1137	1781	858	858	1781	1728	121	1781	1761	93
Grp Volume(v), veh/h	174	0	104	33	0	44	120	0	750	27	0	538
Grp Sat Flow(s),veh/h/ln	1781	0	1666	1781	0	1716	1781	0	1849	1781	0	1854
Q Serve(g_s), s	13.5	0.0	8.3	2.6	0.0	3.6	3.4	0.0	34.2	0.8	0.0	21.4
Cycle Q Clear(g_c), s	13.5	0.0	8.3	2.6	0.0	3.6	3.4	0.0	34.2	0.8	0.0	21.4
Prop In Lane	1.00		0.68	1.00		0.50	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	206	0	193	69	0	66	535	0	1193	380	0	1168
V/C Ratio(X)	0.84	0.00	0.54	0.48	0.00	0.67	0.22	0.00	0.63	0.07	0.00	0.46
Avail Cap(c_a), veh/h	486	0	454	334	0	322	580	0	1193	452	0	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.2	0.0	58.9	66.5	0.0	67.0	10.2	0.0	14.9	12.4	0.0	13.6
Incr Delay (d2), s/veh	9.0	0.0	2.3	5.1	0.0	10.9	0.2	0.0	2.5	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.6	0.0	3.6	1.3	0.0	1.8	1.2	0.0	13.9	0.3	0.0	9.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	0.0	61.2	71.6	0.0	77.9	10.4	0.0	17.4	12.5	0.0	14.9
LnGrp LOS	E	A	E	E	A	E	B	A	B	B	A	B
Approach Vol, veh/h		278			77			870			565	
Approach Delay, s/veh		66.8			75.2			16.5			14.8	
Approach LOS		E			E			B			B	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.3	97.2		11.9	11.4	95.0		22.9				
Change Period (Y+Rc), s	6.0	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	9.0	89.0		26.5	9.0	89.0		38.5				
Max Q Clear Time (g_c+I1), s	2.8	36.2		5.6	5.4	23.4		15.5				
Green Ext Time (p_c), s	0.0	8.5		0.1	0.1	5.4		0.8				

Intersection Summary			
HCM 6th Ctrl Delay		26.3	
HCM 6th LOS		C	

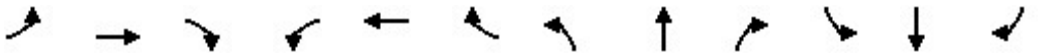
Intersection	
Int Delay, s/veh	3.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	98	190	707	413	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	446	478	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	1087	-	-	-	-	-
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	128	612	1084	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	612	1084	-	-	-
Mov Cap-2 Maneuver	106	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	22.4	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	1084	-	106	612	-	-
HCM Lane V/C Ratio	0.175	-	0.308	0.16	-	-
HCM Control Delay (s)	9	-	53.4	12	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1.2	0.6	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	326	54	22	212	207	65	293	33	141	228	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	427	405	67	36	291	247	83	1424	159	167	1736	774
Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.05	0.44	0.44	0.09	0.49	0.49
Sat Flow, veh/h	3456	1565	259	1781	1870	1585	1781	3223	360	1781	3554	1585
Grp Volume(v), veh/h	359	0	380	22	212	207	65	160	166	141	228	201
Grp Sat Flow(s),veh/h/ln	1728	0	1824	1781	1870	1585	1781	1777	1806	1781	1777	1585
Q Serve(g_s), s	15.1	0.0	29.0	1.8	16.1	18.9	5.4	8.2	8.4	11.6	5.2	11.1
Cycle Q Clear(g_c), s	15.1	0.0	29.0	1.8	16.1	18.9	5.4	8.2	8.4	11.6	5.2	11.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	427	0	472	36	291	247	83	785	798	167	1736	774
V/C Ratio(X)	0.84	0.00	0.80	0.62	0.73	0.84	0.78	0.20	0.21	0.85	0.13	0.26
Avail Cap(c_a), veh/h	1010	0	1381	162	1039	881	281	785	798	521	1736	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.8	0.0	51.6	72.3	59.8	61.0	70.2	25.5	25.5	66.4	20.8	22.3
Incr Delay (d2), s/veh	4.5	0.0	4.6	15.9	4.9	10.3	14.4	0.6	0.6	11.0	0.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	0.0	13.8	1.0	7.9	8.3	2.7	3.5	3.6	5.6	2.1	4.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.3	0.0	56.2	88.3	64.7	71.3	84.5	26.1	26.1	77.4	21.0	23.1
LnGrp LOS	E	A	E	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		739			441			391			570	
Approach Delay, s/veh		62.1			69.0			35.8			35.7	
Approach LOS		E			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	20.4	73.0	24.9	30.5	13.5	80.0	9.5	45.9
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green Setting (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Q Clear Time (g_c+I1), s	13.6	0.0	17.1	20.9	7.4	0.0	3.8	31.0
Green Ext Time (p_c), s	0.4	0.0	1.3	2.3	0.1	0.0	0.0	2.3

Intersection Summary	
HCM 6th Ctrl Delay	51.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	98	98	43	22	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	436	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	-	578	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	532	931
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	844
HCM Lane V/C Ratio	0.075	-	-	-	0.187
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

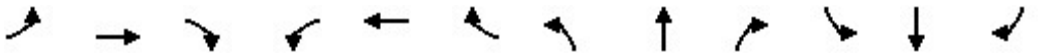
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	842	652	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	652
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	468
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	468
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	643	8	27	504	0	0	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	3	1244	15	42	1491	1263	0	43	36	0	43	0
Arrive On Green	0.00	0.67	0.67	0.02	0.80	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Sat Flow, veh/h	1781	1843	23	1781	1870	1585	0	1870	1585	0	1870	0
Grp Volume(v), veh/h	0	0	651	27	504	0	0	0	26	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1781	1870	1585	0	1870	1585	0	1870	0
Q Serve(g_s), s	0.0	0.0	11.5	1.0	4.9	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	11.5	1.0	4.9	0.0	0.0	0.0	1.1	0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	3	0	1260	42	1491	1263	0	43	36	0	43	0
V/C Ratio(X)	0.00	0.00	0.52	0.64	0.34	0.00	0.00	0.00	0.71	0.00	0.00	0.00
Avail Cap(c_a), veh/h	364	0	1260	364	1491	1263	0	948	804	0	948	0
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	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	5.4	32.0	1.9	0.0	0.0	0.0	32.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.5	17.9	0.6	0.0	0.0	0.0	26.7	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.6	0.6	0.7	0.0	0.0	0.0	0.7	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	6.9	49.9	2.5	0.0	0.0	0.0	58.7	0.0	0.0	0.0
LnGrp LOS	A	A	A	D	A	A	A	A	E	A	A	A
Approach Vol, veh/h		651			531			26			0	
Approach Delay, s/veh		6.9			4.9			58.7			0.0	
Approach LOS		A			A			E				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	50.0		8.0	0.0	58.1		8.0				
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5				
Max Green Setting (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5				
Max Q Clear Time (g_c+I1), s	3.0	13.5		3.1	0.0	6.9		0.0				
Green Ext Time (p_c), s	0.0	3.4		0.1	0.0	2.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		7.1
HCM 6th LOS		A

Notes

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

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	320	0	0	330
Future Vol, veh/h	0	0	320	0	0	330
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	348	0	0	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	348	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	695	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	695	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	0	0	220	0	0
Future Vol, veh/h	190	0	0	220	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	0	0	239	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	207
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	833
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	833
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	210	0	0	250	0	0
Future Vol, veh/h	210	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	272	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	228
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	811
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	811
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	280	320	0	0	0
Future Vol, veh/h	0	280	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	348	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	348
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	695
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	695
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

2022 Base PM HCM 6th Results

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	982	705	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	436
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				516	0	0	0	1016	0	0	853	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				579	0		0	1898		0	1898	
Arrive On Green				0.32	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Sat Flow, veh/h				1781	0	1585	0	3647	1585	0	3647	1585
Grp Volume(v), veh/h				516	0	0	0	1016	0	0	853	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	1585	0	1777	1585
Q Serve(g_s), s				23.0	0.0	0.0	0.0	15.6	0.0	0.0	12.3	0.0
Cycle Q Clear(g_c), s				23.0	0.0	0.0	0.0	15.6	0.0	0.0	12.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				579	0		0	1898		0	1898	
V/C Ratio(X)				0.89	0.00		0.00	0.54		0.00	0.45	
Avail Cap(c_a), veh/h				713	0		0	1898		0	1898	
HCM Platoon Ratio				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	0.00	1.00	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				26.8	0.0	0.0	0.0	12.7	0.0	0.0	12.0	0.0
Incr Delay (d2), s/veh				13.1	0.0	0.0	0.0	1.1	0.0	0.0	0.8	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.2	0.0	0.0	0.0	5.6	0.0	0.0	4.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
LnGrp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					516			1016			853	
Approach Delay, s/veh					40.0			13.8			12.7	
Approach LOS					D			B			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	50.0	33.7	50.0
Change Period (Y+Rc), s	* 5.3	6.5	* 5.3
Max Green Setting (Gmax), s	* 45	33.5	* 45
Max Q Clear Time (g_c+I1), s	0.0	25.0	0.0
Green Ext Time (p_c), s	0.0	2.2	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	353	745	745			0	1071	0	304	1065	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Cap, veh/h	534	476	476			0	1444		314	2005	0
Arrive On Green	0.30	0.30	0.30			0.00	0.41	0.00	0.09	0.56	0.00
Sat Flow, veh/h	1781	1585	1585			0	3741	0	1781	3647	0
Grp Volume(v), veh/h	353	745	745			0	1071	0	304	1065	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1585			0	1777	0	1781	1777	0
Q Serve(g_s), s	16.4	28.5	28.5			0.0	24.3	0.0	8.5	17.7	0.0
Cycle Q Clear(g_c), s	16.4	28.5	28.5			0.0	24.3	0.0	8.5	17.7	0.0
Prop In Lane	1.00	1.00	1.00			0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	534	476	476			0	1444		314	2005	0
V/C Ratio(X)	0.66	1.57	1.57			0.00	0.74		0.97	0.53	0.00
Avail Cap(c_a), veh/h	534	476	476			0	1444		314	2005	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00			0.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.0	33.3	33.3			0.0	24.0	0.0	22.1	12.9	0.0
Incr Delay (d2), s/veh	3.4	265.1	265.1			0.0	3.5	0.0	42.0	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
%ile BackOfQ(50%),veh/ln	7.3	45.5	45.5			0.0	10.5	0.0	7.0	6.3	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	32.4	298.3	298.3			0.0	27.4	0.0	64.1	13.9	0.0
LnGrp LOS	C	F	F			A	C		E	B	A
Approach Vol, veh/h	1098						1071			1369	
Approach Delay, s/veh	212.9						27.4			25.0	
Approach LOS	F						C			C	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.0	45.0	35.0	60.0
Change Period (Y+Rc), s	6.5	* 6.4	6.5	* 6.4
Max Green Setting (Gmax), s	8.5	* 39	28.5	* 54
Max Q Clear Time (g_c+I1), s	10.5	0.0	30.5	0.0
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	84.1
HCM 6th LOS	F

Notes

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

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

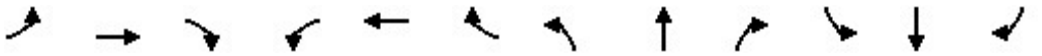
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	38	0	5	22	1201	120	0	1071	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1719	2439	538	1841	2381	661	1076	0	0	1321	0	0
Stage 1	1074	1074	-	1305	1305	-	-	-	-	-	-	-
Stage 2	645	1365	-	536	1076	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	31	488	47	34	405	644	-	-	519	-	-
Stage 1	235	294	-	169	228	-	-	-	-	-	-	-
Stage 2	427	214	-	496	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	30	488	45	33	405	644	-	-	519	-	-
Mov Cap-2 Maneuver	56	30	-	45	33	-	-	-	-	-	-	-
Stage 1	227	294	-	163	220	-	-	-	-	-	-	-
Stage 2	407	207	-	490	294	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	201.3	0.2	0
HCM LOS	B	F		

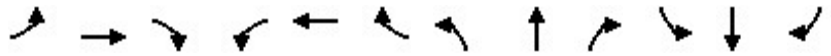
Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	644	-	-	488	45	405	519	-	-
HCM Lane V/C Ratio	0.034	-	-	0.011	0.845	0.013	-	-	-
HCM Control Delay (s)	10.8	-	-	12.5	228.1	14	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	3.4	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	683	667	0	683	667	565	0	293	0	327	0	248
Arrive On Green	0.36	0.36	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.16	0.00	0.16
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Grp Volume(v), veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	3.0	53.5	0.0	0.0	40.1	11.4	0.0	0.0	0.0	23.5	0.0	4.5
Cycle Q Clear(g_c), s	3.0	53.5	0.0	0.0	40.1	11.4	0.0	0.0	0.0	23.5	0.0	4.5
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	667	0	0	667	565	0	293	0	327	0	248
V/C Ratio(X)	0.00	1.27	0.00	0.00	0.82	0.30	0.00	0.00	0.00	1.00	0.00	0.22
Avail Cap(c_a), veh/h	0	667	0	0	667	565	0	293	0	327	0	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	48.3	0.0	0.0	43.9	34.7	0.0	0.0	0.0	64.9	0.0	55.2
Incr Delay (d2), s/veh	0.0	133.6	0.0	0.0	11.0	1.3	0.0	0.0	0.0	48.8	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	48.6	0.0	0.0	19.7	4.5	0.0	0.0	0.0	16.8	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	181.8	0.0	0.0	55.0	36.1	0.0	0.0	0.0	113.8	0.0	55.7
LnGrp LOS	A	F	A	A	D	D	A	A	A	F	A	E
Approach Vol, veh/h		902			717			0			380	
Approach Delay, s/veh		171.0			50.5			0.0			105.5	
Approach LOS		F			D						F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	60.0	60.0		30.0	60.0	60.0		30.0				
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5				
Max Q Clear Time (g_c+I1), s	0.0	55.5		0.0	5.0	42.1		25.5				
Green Ext Time (p_c), s	0.0	0.0		0.0	0.1	5.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		115.3	
HCM 6th LOS		F	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1027	103	65	636	54	38	11	65	38	11	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	460	1167	989	249	1080	92	214	24	140	97	32	53
Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
Sat Flow, veh/h	1781	1870	1585	1781	1700	144	1356	235	1386	365	316	528
Grp Volume(v), veh/h	38	1027	103	65	0	690	38	0	76	87	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1844	1356	0	1621	1208	0	0
Q Serve(g_s), s	0.6	39.2	2.2	1.1	0.0	18.7	0.0	0.0	3.8	2.7	0.0	0.0
Cycle Q Clear(g_c), s	0.6	39.2	2.2	1.1	0.0	18.7	2.4	0.0	3.8	6.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.86	0.44		0.44
Lane Grp Cap(c), veh/h	460	1167	989	249	0	1172	214	0	164	182	0	0
V/C Ratio(X)	0.08	0.88	0.10	0.26	0.00	0.59	0.18	0.00	0.46	0.48	0.00	0.00
Avail Cap(c_a), veh/h	887	1167	989	656	0	1172	513	0	521	510	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.9	13.4	6.5	15.2	0.0	9.1	35.7	0.0	36.3	37.5	0.0	0.0
Incr Delay (d2), s/veh	0.1	9.6	0.2	0.6	0.0	2.2	0.4	0.0	2.0	1.9	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	14.9	0.6	0.6	0.0	5.9	0.8	0.0	1.6	1.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	7.0	23.0	6.7	15.7	0.0	11.3	36.0	0.0	38.3	39.5	0.0	0.0
LnGrp LOS	A	C	A	B	A	B	D	A	D	D	A	A
Approach Vol, veh/h		1168			755			114			87	
Approach Delay, s/veh		21.1			11.7			37.6			39.5	
Approach LOS		C			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.4	60.0		15.1	9.5	61.0		15.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green Setting (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Q Clear Time (g_c+I1), s	3.1	41.2		5.8	2.6	20.7		8.5
Green Ext Time (p_c), s	0.1	10.8		0.3	0.1	16.2		0.2

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	109	973	761	54	38	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1979	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	1191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	68	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	48	391
Mov Cap-2 Maneuver	-	-	-	-	48	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	93
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	812	-	-	-	48	391
HCM Lane V/C Ratio	0.134	-	-	-	0.793	0.139
HCM Control Delay (s)	10.1	0	-	-	203.4	15.7
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.5	-	-	-	3.2	0.5

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	853	652	5	5	228

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1900	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	1245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	76	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	46	466
Mov Cap-2 Maneuver	-	-	-	-	46	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	271	-

Approach	EB	WB	SW
HCM Control Delay, s	1.8	0	27.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	384
HCM Lane V/C Ratio	0.21	-	-	-	0.609
HCM Control Delay (s)	9.9	0	-	-	27.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.8	-	-	-	3.9

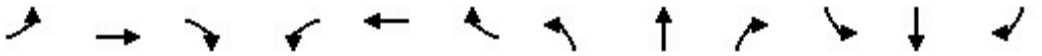
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	815	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	815
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	377
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	377
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	728	92	337	701	120	54	11	179	43	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	385	1039	880	414	1142	968	256	14	229	120	73	179
Arrive On Green	0.03	0.56	0.56	0.09	0.61	0.61	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1370	93	1507	1193	480	1178
Grp Volume(v), veh/h	38	728	92	337	701	120	54	0	190	43	0	38
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1370	0	1599	1193	0	1658
Q Serve(g_s), s	0.7	27.2	2.6	8.0	22.4	3.1	3.4	0.0	11.0	3.5	0.0	1.9
Cycle Q Clear(g_c), s	0.7	27.2	2.6	8.0	22.4	3.1	5.3	0.0	11.0	14.4	0.0	1.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.71
Lane Grp Cap(c), veh/h	385	1039	880	414	1142	968	256	0	244	120	0	253
V/C Ratio(X)	0.10	0.70	0.10	0.81	0.61	0.12	0.21	0.00	0.78	0.36	0.00	0.15
Avail Cap(c_a), veh/h	484	1039	880	414	1142	968	382	0	391	230	0	405
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	15.6	10.1	15.3	11.7	7.9	37.7	0.0	39.2	46.1	0.0	35.4
Incr Delay (d2), s/veh	0.1	3.9	0.2	11.8	2.5	0.3	0.4	0.0	5.4	1.8	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	10.8	0.8	3.9	8.2	0.9	1.2	0.0	4.6	1.1	0.0	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.1	19.5	10.3	27.1	14.1	8.1	38.1	0.0	44.6	47.9	0.0	35.6
LnGrp LOS	A	B	B	C	B	A	D	A	D	D	A	D
Approach Vol, veh/h		858			1158			244			81	
Approach Delay, s/veh		18.1			17.3			43.1			42.2	
Approach LOS		B			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	15.0	60.0		21.1	9.7	65.3		21.1				
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5				
Max Green Setting (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5				
Max Q Clear Time (g_c+I1), s	10.0	29.2		13.0	2.7	24.4		16.4				
Green Ext Time (p_c), s	0.0	13.3		0.6	0.0	13.9		0.1				

Intersection Summary		
HCM 6th Ctrl Delay		21.1
HCM 6th LOS		C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1000	739	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	739
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	417
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	417
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	54	304	82	65	16	158	739	54	22	772	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	400	55	309	105	86	21	245	951	69	223	938	27
Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.05	0.55	0.55	0.02	0.52	0.52
Sat Flow, veh/h	1781	245	1378	1781	1449	357	1781	1722	126	1781	1810	52
Grp Volume(v), veh/h	163	0	358	82	0	81	158	0	793	22	0	794
Grp Sat Flow(s),veh/h/ln	1781	0	1622	1781	0	1806	1781	0	1848	1781	0	1861
Q Serve(g_s), s	13.4	0.0	37.7	7.8	0.0	7.6	7.0	0.0	57.8	1.0	0.0	61.5
Cycle Q Clear(g_c), s	13.4	0.0	37.7	7.8	0.0	7.6	7.0	0.0	57.8	1.0	0.0	61.5
Prop In Lane	1.00		0.85	1.00		0.20	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	400	0	364	105	0	107	245	0	1020	223	0	965
V/C Ratio(X)	0.41	0.00	0.98	0.78	0.00	0.76	0.65	0.00	0.78	0.10	0.00	0.82
Avail Cap(c_a), veh/h	400	0	364	275	0	279	245	0	1020	283	0	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	56.8	0.0	66.3	79.6	0.0	79.5	31.7	0.0	30.2	26.7	0.0	34.7
Incr Delay (d2), s/veh	0.7	0.0	42.7	11.7	0.0	10.5	5.7	0.0	5.8	0.2	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	19.8	3.9	0.0	3.8	3.3	0.0	26.3	0.4	0.0	29.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	57.5	0.0	108.9	91.3	0.0	90.0	37.4	0.0	36.0	26.9	0.0	42.6
LnGrp LOS	E	A	F	F	A	F	D	A	D	C	A	D
Approach Vol, veh/h		521			163			951			816	
Approach Delay, s/veh		92.8			90.7			36.2			42.1	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	100.7		16.6	15.0	95.0		45.0				
Change Period (Y+Rc), s	6.0	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	9.0	89.0		26.5	9.0	89.0		38.5				
Max Q Clear Time (g_c+I1), s	3.0	59.8		9.8	9.0	63.5		39.7				
Green Ext Time (p_c), s	0.0	8.3		0.3	0.0	8.1		0.0				

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

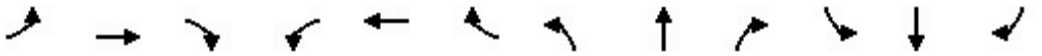
Intersection	
Int Delay, s/veh	3.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	147	147	772	668	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1778	712	755	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
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	91	432	855	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	432	855	-	-	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	30	1.6	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	855	-	75	432	-	-
HCM Lane V/C Ratio	0.172	-	0.435	0.34	-	-
HCM Control Delay (s)	10.1	-	85.7	17.6	-	-
HCM Lane LOS	B	-	F	C	-	-
HCM 95th %tile Q(veh)	0.6	-	1.7	1.5	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	76	65	380	196	92	326	43	326	576	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	405	452	90	82	425	360	112	954	125	349	1546	689
Arrive On Green	0.12	0.30	0.30	0.05	0.23	0.23	0.06	0.30	0.30	0.20	0.43	0.43
Sat Flow, veh/h	3456	1513	303	1781	1870	1585	1781	3160	413	1781	3554	1585
Grp Volume(v), veh/h	348	0	456	65	380	196	92	182	187	326	576	283
Grp Sat Flow(s),veh/h/ln	1728	0	1816	1781	1870	1585	1781	1777	1796	1781	1777	1585
Q Serve(g_s), s	17.3	0.0	41.1	6.3	34.4	19.0	8.9	13.9	14.2	31.5	19.1	21.4
Cycle Q Clear(g_c), s	17.3	0.0	41.1	6.3	34.4	19.0	8.9	13.9	14.2	31.5	19.1	21.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.23	1.00		1.00
Lane Grp Cap(c), veh/h	405	0	542	82	425	360	112	536	542	349	1546	689
V/C Ratio(X)	0.86	0.00	0.84	0.80	0.89	0.54	0.82	0.34	0.34	0.93	0.37	0.41
Avail Cap(c_a), veh/h	861	0	1172	138	886	751	240	536	542	444	1546	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.7	0.0	57.4	82.5	65.4	59.5	80.9	47.4	47.5	69.1	33.3	33.9
Incr Delay (d2), s/veh	5.4	0.0	5.1	15.9	9.2	1.8	13.9	1.7	1.7	23.9	0.7	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	0.0	19.6	3.2	17.3	7.9	4.5	6.3	6.5	16.3	8.2	8.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	81.1	0.0	62.4	98.4	74.7	61.3	94.8	49.1	49.2	93.0	34.0	35.7
LnGrp LOS	F	A	E	F	E	E	F	D	D	F	C	D
Approach Vol, veh/h		804			641			461			1185	
Approach Delay, s/veh		70.5			73.0			58.3			50.6	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	40.7	60.0	27.0	47.0	17.4	83.2	14.5	59.4
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green Setting (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Q Clear Time (g_c+I1), s	33.5	0.0	19.3	36.4	10.9	0.0	8.3	43.1
Green Ext Time (p_c), s	0.7	0.0	1.2	3.3	0.1	0.0	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	61.6
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	310	174	33	54	353

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	979	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	277	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	218	851
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	613
HCM Lane V/C Ratio	0.175	-	-	-	0.665
HCM Control Delay (s)	8.2	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	5

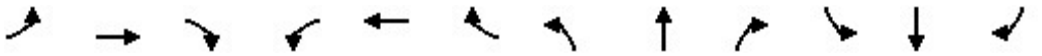
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	951	1158	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1158
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	239
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	239
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	586	48	104	707	0	29	0	77	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1030	84	136	1436	1217	198	0	112	0	133	0
Arrive On Green	0.00	0.60	0.60	0.08	0.77	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Sat Flow, veh/h	1781	1706	140	1781	1870	1585	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	0	0	634	104	707	0	29	0	77	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1845	1781	1870	1585	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.0	0.0	15.3	4.2	10.4	0.0	1.4	0.0	3.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	15.3	4.2	10.4	0.0	1.4	0.0	3.5	0.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	0	1114	136	1436	1217	198	0	112	0	133	0
V/C Ratio(X)	0.00	0.00	0.57	0.76	0.49	0.00	0.15	0.00	0.68	0.00	0.00	0.00
Avail Cap(c_a), veh/h	325	0	1114	325	1436	1217	740	0	719	0	848	0
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	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	8.8	33.5	3.2	0.0	32.6	0.0	33.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	2.1	10.2	1.2	0.0	0.4	0.0	8.5	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	5.7	2.1	2.4	0.0	0.5	0.0	1.6	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	11.0	43.7	4.4	0.0	33.0	0.0	42.1	0.0	0.0	0.0
LnGrp LOS	A	A	B	D	A	A	C	A	D	A	A	A
Approach Vol, veh/h		634			811			106			0	
Approach Delay, s/veh		11.0			9.4			39.6			0.0	
Approach LOS		B			A			D				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.1	50.0		11.7	0.0	62.1		11.7				
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5				
Max Green Setting (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5				
Max Q Clear Time (g_c+I1), s	6.2	17.3		5.5	0.0	12.4		0.0				
Green Ext Time (p_c), s	0.2	3.2		0.4	0.0	3.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		12.1
HCM 6th LOS		B

Notes

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

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	640	0	0	550
Future Vol, veh/h	0	0	640	0	0	550
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	696	0	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	696	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	0	0	527	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	0	0	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	598
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	502
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	610	530	0	0	0
Future Vol, veh/h	0	610	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	663	576	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	576
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	517
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	517
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

2045 No-Build AM HCM 6th Results

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	712	993	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	993
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	298
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				305	0	0	0	603	0	0	749	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				367	0		0	2329		0	2329	
Arrive On Green				0.21	0.00	0.00	0.00	0.66	0.00	0.00	0.66	0.00
Sat Flow, veh/h				1781	0	1585	0	3647	1585	0	3647	1585
Grp Volume(v), veh/h				305	0	0	0	603	0	0	749	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	1585	0	1777	1585
Q Serve(g_s), s				13.9	0.0	0.0	0.0	6.0	0.0	0.0	7.8	0.0
Cycle Q Clear(g_c), s				13.9	0.0	0.0	0.0	6.0	0.0	0.0	7.8	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				367	0		0	2329		0	2329	
V/C Ratio(X)				0.83	0.00		0.00	0.26		0.00	0.32	
Avail Cap(c_a), veh/h				660	0		0	2329		0	2329	
HCM Platoon Ratio				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	0.00	0.58	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.3	0.0	0.0	0.0	6.1	0.0	0.0	6.4	0.0
Incr Delay (d2), s/veh				8.1	0.0	0.0	0.0	0.2	0.0	0.0	0.4	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
%ile BackOfQ(50%),veh/ln				6.6	0.0	0.0	0.0	1.8	0.0	0.0	2.3	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				40.5	0.0	0.0	0.0	6.2	0.0	0.0	6.8	0.0
LnGrp LOS				D	A		A	A		A	A	
Approach Vol, veh/h					305			603			749	
Approach Delay, s/veh					40.5			6.2			6.8	
Approach LOS					D			A			A	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	61.0	24.0	61.0
Change Period (Y+Rc), s	* 5.3	6.5	* 5.3
Max Green Setting (Gmax), s	* 42	31.5	* 42
Max Q Clear Time (g_c+I1), s	0.0	15.9	0.0
Green Ext Time (p_c), s	0.0	1.6	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	199	415	415			0	985	0	267	783	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Cap, veh/h	409	364	364			0	1537		403	2199	0
Arrive On Green	0.23	0.23	0.23			0.00	0.43	0.00	0.22	1.00	0.00
Sat Flow, veh/h	1781	1585	1585			0	3741	0	1781	3647	0
Grp Volume(v), veh/h	199	415	415			0	985	0	267	783	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1585			0	1777	0	1781	1777	0
Q Serve(g_s), s	8.2	19.5	19.5			0.0	18.5	0.0	6.9	0.0	0.0
Cycle Q Clear(g_c), s	8.2	19.5	19.5			0.0	18.5	0.0	6.9	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	409	364	364			0	1537		403	2199	0
V/C Ratio(X)	0.49	1.14	1.14			0.00	0.64		0.66	0.36	0.00
Avail Cap(c_a), veh/h	409	364	364			0	1537		470	2199	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00			0.00	0.87	0.00	0.90	0.90	0.00
Uniform Delay (d), s/veh	28.4	32.8	32.8			0.0	18.9	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	1.3	91.4	91.4			0.0	1.8	0.0	3.1	0.4	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
%ile BackOfQ(50%),veh/ln	3.5	16.3	16.3			0.0	7.6	0.0	2.1	0.1	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	29.7	124.1	124.1			0.0	20.7	0.0	15.1	0.4	0.0
LnGrp LOS	C	F	F			A	C		B	A	A
Approach Vol, veh/h	614						985			1050	
Approach Delay, s/veh	93.5						20.7			4.1	
Approach LOS	F						C			A	

Timer - Assigned Phs	1	2	4	6
Phs Duration (G+Y+Rc), s	15.8	43.2	26.0	59.0
Change Period (Y+Rc), s	6.5	* 6.4	6.5	* 6.4
Max Green Setting (Gmax), s	12.5	* 34	19.5	* 53
Max Q Clear Time (g_c+I1), s	8.9	0.0	21.5	0.0
Green Ext Time (p_c), s	0.4	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	31.0
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	7.8

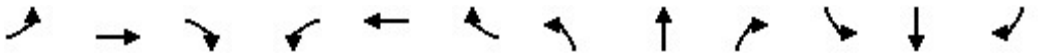
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	82	0	14	7	883	96	0	1176	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1636	2173	592	1533	2128	490	1183	0	0	979	0	0
Stage 1	1180	1180	-	945	945	-	-	-	-	-	-	-
Stage 2	456	993	-	588	1183	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	67	46	449	~ 80	49	524	586	-	-	701	-	-
Stage 1	202	262	-	282	339	-	-	-	-	-	-	-
Stage 2	554	322	-	462	261	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	65	45	449	~ 78	48	524	586	-	-	701	-	-
Mov Cap-2 Maneuver	65	45	-	~ 78	48	-	-	-	-	-	-	-
Stage 1	200	262	-	279	335	-	-	-	-	-	-	-
Stage 2	533	318	-	455	261	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	13.1	183.1	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	586	-	-	449	78	524	701	-	-
HCM Lane V/C Ratio	0.012	-	-	0.015	1.054	0.026	-	-	-
HCM Control Delay (s)	11.2	-	-	13.1	211.6	12.1	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	5.8	0.1	0	-	-

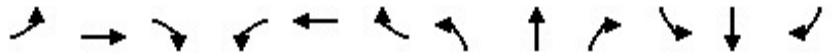
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	541	0	0	835	472	0	0	0	199	0	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	546	9999	0	98	9999	9999	0	260	0	344	0	221
Arrive On Green	0.25	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.14	0.00	0.14
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Grp Volume(v), veh/h	48	541	0	0	835	472	0	0	0	199	0	48
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	2.0
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1	0.0	2.0
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	19301	0	0	18666	15819	0	260	0	344	0	221
V/C Ratio(X)	0.00	0.03	0.00	0.00	0.04	0.03	0.00	0.00	0.00	0.58	0.00	0.22
Avail Cap(c_a), veh/h	0	19301	0	0	18666	15819	0	411	0	488	0	349
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	0.00	0.39	0.39	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3	0.0	28.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	0.0	29.1
LnGrp LOS	A	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		589			1307			0			247	
Approach Delay, s/veh		0.0			0.0			0.0			32.1	
Approach LOS		A			A						C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	799.9		16.9	25.5	774.4		16.9				
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s	45.5	45.5		16.5	45.5	45.5		16.5				
Max Q Clear Time (g_c+I1), s	0.0	2.0		0.0	4.3	2.0		10.1				
Green Ext Time (p_c), s	0.0	13.4		0.0	0.1	17.0		0.4				

Intersection Summary												
HCM 6th Ctrl Delay			3.7									
HCM 6th LOS			A									



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	623	96	116	1150	48	82	34	34	68	34	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	151	1281	1086	494	1254	52	169	130	130	98	48	91
Arrive On Green	0.01	0.68	0.68	0.03	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Sat Flow, veh/h	1781	1870	1585	1781	1783	74	1276	858	858	432	315	601
Grp Volume(v), veh/h	14	623	96	116	0	1198	82	0	68	184	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1857	1276	0	1716	1348	0	0
Q Serve(g_s), s	0.3	23.6	3.0	2.9	0.0	80.9	0.0	0.0	5.3	15.2	0.0	0.0
Cycle Q Clear(g_c), s	0.3	23.6	3.0	2.9	0.0	80.9	15.7	0.0	5.3	20.5	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.50	0.37		0.45
Lane Grp Cap(c), veh/h	151	1281	1086	494	0	1306	169	0	260	237	0	0
V/C Ratio(X)	0.09	0.49	0.09	0.24	0.00	0.92	0.49	0.00	0.26	0.78	0.00	0.00
Avail Cap(c_a), veh/h	185	1281	1086	518	0	1306	208	0	312	283	0	0
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)	0.83	0.83	0.83	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	28.5	11.2	7.9	8.6	0.0	18.6	60.7	0.0	56.2	63.6	0.0	0.0
Incr Delay (d2), s/veh	0.2	1.1	0.1	0.2	0.0	11.7	2.2	0.0	0.5	10.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.1	1.0	1.0	0.0	32.5	3.1	0.0	2.4	7.7	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	28.7	12.3	8.1	8.8	0.0	30.3	62.8	0.0	56.8	74.3	0.0	0.0
LnGrp LOS	C	B	A	A	A	C	E	A	E	E	A	A
Approach Vol, veh/h		733			1314			150			184	
Approach Delay, s/veh		12.0			28.4			60.1			74.3	
Approach LOS		B			C			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.5	109.3		29.2	8.7	112.1		29.2
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green Setting (Gmax), s	7.0	* 96		27.3	5.1	* 98		27.3
Max Q Clear Time (g_c+I1), s	14.9	25.6		17.7	2.3	82.9		22.5
Green Ext Time (p_c), s	0.0	17.8		0.3	0.0	14.1		0.2

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	48	623	1096	14	41	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1110	0	-	0	1822	1103
Stage 1	-	-	-	-	1103	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	629	-	-	-	85	257
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	75	257
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	50.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	-	-	-	75	257
HCM Lane V/C Ratio	0.076	-	-	-	0.548	0.586
HCM Control Delay (s)	11.2	0	-	-	100.2	37.1
HCM Lane LOS	B	A	-	-	F	E
HCM 95th %tile Q(veh)	0.2	-	-	-	2.3	3.4

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	651	822	7	7	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	829	0	-	0	1669	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	106	372
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	86	372
Mov Cap-2 Maneuver	-	-	-	-	86	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SW
HCM Control Delay, s	1.3	0	28.8
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	803	-	-	-	331
HCM Lane V/C Ratio	0.119	-	-	-	0.559
HCM Control Delay (s)	10.1	0	-	-	28.8
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.4	-	-	-	3.2

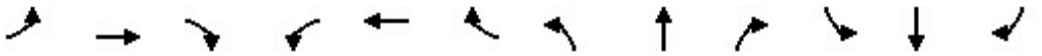
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	904	1185	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1185
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	230
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	230
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	651	48	116	616	41	116	14	329	14	14	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	980	831	375	1048	888	346	13	314	80	176	176
Arrive On Green	0.02	0.52	0.52	0.05	0.56	0.56	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1382	65	1530	1038	858	858
Grp Volume(v), veh/h	14	651	48	116	616	41	116	0	343	14	0	28
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1382	0	1595	1038	0	1716
Q Serve(g_s), s	0.3	22.9	1.3	2.7	19.4	1.1	6.7	0.0	18.5	0.0	0.0	1.2
Cycle Q Clear(g_c), s	0.3	22.9	1.3	2.7	19.4	1.1	7.8	0.0	18.5	18.5	0.0	1.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.96	1.00		0.50
Lane Grp Cap(c), veh/h	377	980	831	375	1048	888	346	0	328	80	0	353
V/C Ratio(X)	0.04	0.66	0.06	0.31	0.59	0.05	0.34	0.00	1.05	0.17	0.00	0.08
Avail Cap(c_a), veh/h	535	980	831	470	1048	888	346	0	328	80	0	353
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.3	15.6	10.5	12.1	13.0	8.9	32.0	0.0	35.8	45.0	0.0	28.9
Incr Delay (d2), s/veh	0.0	3.5	0.1	0.5	2.4	0.1	0.6	0.0	62.3	1.0	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	9.1	0.4	0.9	7.3	0.3	2.2	0.0	12.6	0.3	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.3	19.2	10.6	12.5	15.4	9.0	32.6	0.0	98.0	46.0	0.0	29.0
LnGrp LOS	B	B	B	B	B	A	C	A	F	D	A	C
Approach Vol, veh/h		713			773			459			42	
Approach Delay, s/veh		18.4			14.6			81.5			34.7	
Approach LOS		B			B			F			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.2	53.8		25.0	8.0	57.0		25.0				
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5				
Max Green Setting (Gmax), s	9.5	* 42		18.5	9.5	* 42		18.5				
Max Q Clear Time (g_c+I1), s	4.7	24.9		20.5	2.3	21.4		20.5				
Green Ext Time (p_c), s	0.1	9.6		0.0	0.0	10.3		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		31.9
HCM 6th LOS		C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	781	1096	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1096
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	259
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	259
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	41	89	41	27	27	151	883	62	34	644	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	247	73	158	80	38	38	416	1079	76	231	1063	56
Arrive On Green	0.14	0.14	0.14	0.04	0.04	0.04	0.05	0.62	0.62	0.03	0.60	0.60
Sat Flow, veh/h	1781	525	1140	1781	858	858	1781	1727	121	1781	1761	93
Grp Volume(v), veh/h	219	0	130	41	0	54	151	0	945	34	0	678
Grp Sat Flow(s),veh/h/ln	1781	0	1665	1781	0	1716	1781	0	1849	1781	0	1854
Q Serve(g_s), s	18.1	0.0	10.9	3.4	0.0	4.7	4.9	0.0	58.9	1.1	0.0	34.3
Cycle Q Clear(g_c), s	18.1	0.0	10.9	3.4	0.0	4.7	4.9	0.0	58.9	1.1	0.0	34.3
Prop In Lane	1.00		0.68	1.00		0.50	1.00		0.07	1.00		0.05
Lane Grp Cap(c), veh/h	247	0	231	80	0	77	416	0	1155	231	0	1119
V/C Ratio(X)	0.89	0.00	0.56	0.51	0.00	0.70	0.36	0.00	0.82	0.15	0.00	0.61
Avail Cap(c_a), veh/h	321	0	300	309	0	297	452	0	1155	245	0	1119
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	63.5	0.0	60.4	70.0	0.0	70.7	14.9	0.0	21.6	21.5	0.0	18.6
Incr Delay (d2), s/veh	20.6	0.0	2.2	5.0	0.0	11.1	0.5	0.0	6.5	0.3	0.0	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	0.0	4.7	1.6	0.0	2.3	1.9	0.0	25.4	0.5	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	84.1	0.0	62.5	75.1	0.0	81.7	15.5	0.0	28.1	21.8	0.0	21.0
LnGrp LOS	F	A	E	E	A	F	B	A	C	C	A	C
Approach Vol, veh/h		349			95			1096			712	
Approach Delay, s/veh		76.1			78.9			26.4			21.0	
Approach LOS		E			E			C			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	99.7		13.2	13.0	96.6		27.3				
Change Period (Y+Rc), s	6.0	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	5.0	67.0		26.0	10.0	62.0		27.0				
Max Q Clear Time (g_c+I1), s	3.1	60.9		6.7	6.9	36.3		20.1				
Green Ext Time (p_c), s	0.0	3.9		0.2	0.1	6.5		0.7				

Intersection Summary			
HCM 6th Ctrl Delay		34.6	
HCM 6th LOS		C	

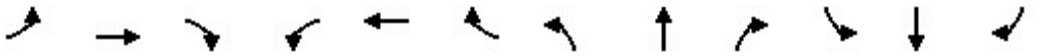
Intersection	
Int Delay, s/veh	5.9

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	41	123	240	890	520	82

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1931	561	602	0	-	0
Stage 1	561	-	-	-	-	-
Stage 2	1370	-	-	-	-	-
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	73	527	975	-	-	-
Stage 1	571	-	-	-	-	-
Stage 2	236	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	55	527	975	-	-	-
Mov Cap-2 Maneuver	55	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	236	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	53.5	2.1	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	975	-	55	527	-	-
HCM Lane V/C Ratio	0.246	-	0.747	0.234	-	-
HCM Control Delay (s)	9.9	-	172.4	13.9	-	-
HCM Lane LOS	A	-	F	B	-	-
HCM 95th %tile Q(veh)	1	-	3.2	0.9	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	452	411	68	34	267	326	82	370	52	223	288	253
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	497	547	91	45	433	367	102	995	139	220	1364	608
Arrive On Green	0.14	0.35	0.35	0.03	0.23	0.23	0.06	0.32	0.32	0.12	0.38	0.38
Sat Flow, veh/h	3456	1565	259	1781	1870	1585	1781	3132	437	1781	3554	1585
Grp Volume(v), veh/h	452	0	479	34	267	326	82	209	213	223	288	253
Grp Sat Flow(s),veh/h/ln	1728	0	1824	1781	1870	1585	1781	1777	1792	1781	1777	1585
Q Serve(g_s), s	19.3	0.0	34.7	2.8	19.2	29.9	6.8	13.6	13.8	18.5	8.2	17.6
Cycle Q Clear(g_c), s	19.3	0.0	34.7	2.8	19.2	29.9	6.8	13.6	13.8	18.5	8.2	17.6
Prop In Lane	1.00		0.14	1.00		1.00	1.00		0.24	1.00		1.00
Lane Grp Cap(c), veh/h	497	0	638	45	433	367	102	564	569	220	1364	608
V/C Ratio(X)	0.91	0.00	0.75	0.76	0.62	0.89	0.80	0.37	0.37	1.02	0.21	0.42
Avail Cap(c_a), veh/h	518	0	778	77	599	507	160	564	569	220	1364	608
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	63.3	0.0	43.0	72.6	51.7	55.8	69.9	39.6	39.6	65.8	31.0	33.9
Incr Delay (d2), s/veh	19.7	0.0	3.8	22.3	2.0	15.3	14.5	1.9	1.9	64.7	0.4	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	0.0	16.3	1.6	9.1	13.4	3.4	6.1	6.2	12.1	3.5	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.0	0.0	46.9	94.9	53.7	71.1	84.4	41.4	41.5	130.4	31.3	36.0
LnGrp LOS	F	A	D	F	D	E	F	D	D	F	C	D
Approach Vol, veh/h		931			627			504			764	
Approach Delay, s/veh		64.4			65.0			48.5			61.8	
Approach LOS		E			E			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	54.9	28.1	42.0	15.1	64.9	10.3	59.8
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green Setting (Gmax), s	18.5	33.4	22.5	48.0	13.5	38.4	6.5	64.0
Max Q Clear Time (g_c+I1), s	20.5	0.0	21.3	31.9	8.8	0.0	4.8	36.7
Green Ext Time (p_c), s	0.0	0.0	0.2	2.8	0.1	0.0	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	61.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	125	110	90	40	20	125
Future Vol, veh/h	125	110	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	215	189	155	69	34	215

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	224	0	-	0	809	190
Stage 1	-	-	-	-	190	-
Stage 2	-	-	-	-	619	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1345	-	-	-	350	852
Stage 1	-	-	-	-	842	-
Stage 2	-	-	-	-	537	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1345	-	-	-	287	852
Mov Cap-2 Maneuver	-	-	-	-	287	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SB
HCM Control Delay, s	4.4	0	13.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1345	-	-	-	670
HCM Lane V/C Ratio	0.16	-	-	-	0.372
HCM Control Delay (s)	8.2	0	-	-	13.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.6	-	-	-	1.7

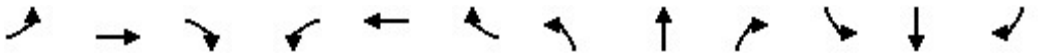
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1061	822	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	822
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	374
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	374
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	682	8	29	535	0	0	0	28	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1360	16	42	1566	1327	0	43	36	0	43	0
Arrive On Green	0.00	0.74	0.74	0.02	0.84	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Sat Flow, veh/h	1781	1845	22	1781	1870	1585	0	1870	1585	0	1870	0
Grp Volume(v), veh/h	0	0	690	29	535	0	0	0	28	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1866	1781	1870	1585	0	1870	1585	0	1870	0
Q Serve(g_s), s	0.0	0.0	13.1	1.4	5.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	13.1	1.4	5.5	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	0	1376	42	1566	1327	0	43	36	0	43	0
V/C Ratio(X)	0.00	0.00	0.50	0.70	0.34	0.00	0.00	0.00	0.78	0.00	0.00	0.00
Avail Cap(c_a), veh/h	84	0	1376	86	1566	1327	0	726	615	0	726	0
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	0.98	0.98	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	4.6	41.2	1.6	0.0	0.0	0.0	41.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.3	22.0	0.6	0.0	0.0	0.0	33.8	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.1	0.8	0.8	0.0	0.0	0.0	0.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	6.0	63.2	2.2	0.0	0.0	0.0	75.1	0.0	0.0	0.0
LnGrp LOS	A	A	A	E	A	A	A	A	E	A	A	A
Approach Vol, veh/h		690			564			28			0	
Approach Delay, s/veh		6.0			5.3			75.1			0.0	
Approach LOS		A			A			E				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	68.1		8.4	0.0	76.6		8.4				
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5				
Max Green Setting (Gmax), s	4.1	* 30		33.0	4.0	* 30		33.0				
Max Q Clear Time (g_c+I1), s	3.4	15.1		3.5	0.0	7.5		0.0				
Green Ext Time (p_c), s	0.0	3.0		0.1	0.0	2.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		7.2
HCM 6th LOS		A

Notes

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

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	380	0	0	330
Future Vol, veh/h	0	0	380	0	0	330
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	653	0	0	567

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	653	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	467	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	467	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	275	0	0	220	0	0
Future Vol, veh/h	275	0	0	220	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	472	0	0	378	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	472
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	592
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	592
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	320	0	0	250	0	0
Future Vol, veh/h	320	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	550	0	0	429	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	550
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	350	320	0	0	0
Future Vol, veh/h	0	350	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	601	550	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	550
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	535
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

2045 No-Build PM HCM 6th Results

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1237	889	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	889
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	342
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Initial Q (Qb), veh				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
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				547	0	0	0	1148	0	0	964	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Cap, veh/h				615	0		0	1833		0	1833	
Arrive On Green				0.35	0.00	0.00	0.00	0.52	0.00	0.00	0.52	0.00
Sat Flow, veh/h				1781	0	1585	0	3647	1585	0	3647	1585
Grp Volume(v), veh/h				547	0	0	0	1148	0	0	964	0
Grp Sat Flow(s),veh/h/ln				1781	0	1585	0	1777	1585	0	1777	1585
Q Serve(g_s), s				24.7	0.0	0.0	0.0	19.6	0.0	0.0	15.3	0.0
Cycle Q Clear(g_c), s				24.7	0.0	0.0	0.0	19.6	0.0	0.0	15.3	0.0
Prop In Lane				1.00		1.00	0.00		1.00	0.00		1.00
Lane Grp Cap(c), veh/h				615	0		0	1833		0	1833	
V/C Ratio(X)				0.89	0.00		0.00	0.63		0.00	0.53	
Avail Cap(c_a), veh/h				786	0		0	1833		0	1833	
HCM Platoon Ratio				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	0.00	0.09	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				26.3	0.0	0.0	0.0	14.7	0.0	0.0	13.7	0.0
Incr Delay (d2), s/veh				11.7	0.0	0.0	0.0	0.1	0.0	0.0	1.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				11.8	0.0	0.0	0.0	6.9	0.0	0.0	5.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh				38.0	0.0	0.0	0.0	14.9	0.0	0.0	14.8	0.0
LnGrp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					547			1148			964	
Approach Delay, s/veh					38.0			14.9			14.8	
Approach LOS					D			B			B	

Timer - Assigned Phs	2	4	6
Phs Duration (G+Y+Rc), s	49.1	35.9	49.1
Change Period (Y+Rc), s	* 5.3	6.5	* 5.3
Max Green Setting (Gmax), s	* 36	37.5	* 36
Max Q Clear Time (g_c+I1), s	0.0	26.7	0.0
Green Ext Time (p_c), s	0.0	2.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.6
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Initial Q (Qb), veh	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
Parking Bus, Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	445	789	789			0	1135	0	383	1129	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Cap, veh/h	655	583	583			0	1309		345	1978	0
Arrive On Green	0.37	0.37	0.37			0.00	0.37	0.00	0.30	1.00	0.00
Sat Flow, veh/h	1781	1585	1585			0	3741	0	1781	3647	0
Grp Volume(v), veh/h	445	789	789			0	1135	0	383	1129	0
Grp Sat Flow(s),veh/h/ln	1781	1585	1585			0	1777	0	1781	1777	0
Q Serve(g_s), s	35.8	62.5	62.5			0.0	50.4	0.0	25.5	0.0	0.0
Cycle Q Clear(g_c), s	35.8	62.5	62.5			0.0	50.4	0.0	25.5	0.0	0.0
Prop In Lane	1.00	1.00	1.00			0.00		0.00	1.00		0.00
Lane Grp Cap(c), veh/h	655	583	583			0	1309		345	1978	0
V/C Ratio(X)	0.68	1.35	1.35			0.00	0.87		1.11	0.57	0.00
Avail Cap(c_a), veh/h	655	583	583			0	1309		345	1978	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	1.00	1.00	1.00			0.00	0.61	0.00	0.71	0.71	0.00
Uniform Delay (d), s/veh	45.3	53.8	53.8			0.0	49.8	0.0	37.9	0.0	0.0
Incr Delay (d2), s/veh	3.2	170.3	170.3			0.0	5.1	0.0	74.3	0.9	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
%ile BackOfQ(50%),veh/ln	16.4	52.2	52.2			0.0	23.4	0.0	13.4	0.2	0.0
Unsig. Movement Delay, s/veh											
LnGrp Delay(d),s/veh	48.5	224.1	224.1			0.0	54.9	0.0	112.2	0.9	0.0
LnGrp LOS	D	F	F			A	D		F	A	A
Approach Vol, veh/h	1234						1135			1512	
Approach Delay, s/veh	160.8						54.9			29.1	
Approach LOS	F						D			C	

Timer - Assigned Phs	1	2		4		6					
Phs Duration (G+Y+Rc), s	32.0	69.0		69.0		101.0					
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4					
Max Green Setting (Gmax), s	25.5	* 63		62.5		* 95					
Max Q Clear Time (g_c+I1), s	27.5	0.0		64.5		0.0					
Green Ext Time (p_c), s	0.0	0.0		0.0		0.0					

Intersection Summary	
HCM 6th Ctrl Delay	78.5
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [NER] is excluded from calculations of the approach delay and intersection delay.

Intersection	
Int Delay, s/veh	11.6

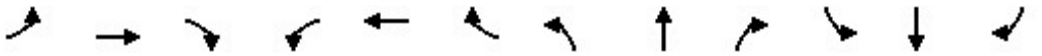
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	7	48	0	7	27	1381	151	0	1242	7

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1991	2832	625	2132	2760	766	1249	0	0	1532	0	0
Stage 1	1246	1246	-	1511	1511	-	-	-	-	-	-	-
Stage 2	745	1586	-	621	1249	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	36	17	428	~ 28	19	345	553	-	-	430	-	-
Stage 1	184	244	-	126	181	-	-	-	-	-	-	-
Stage 2	372	166	-	442	243	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	34	16	428	~ 27	18	345	553	-	-	430	-	-
Mov Cap-2 Maneuver	34	16	-	~ 27	18	-	-	-	-	-	-	-
Stage 1	175	244	-	120	172	-	-	-	-	-	-	-
Stage 2	347	158	-	435	243	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	13.5	$ 599.5	0.2	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	553	-	-	428	27	345	430	-	-
HCM Lane V/C Ratio	0.05	-	-	0.016	1.775	0.02	-	-	-
HCM Control Delay (s)	11.8	-	-	13.5	$ 682.9	15.6	0	-	-
HCM Lane LOS	B	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0	5.7	0.1	0	-	-

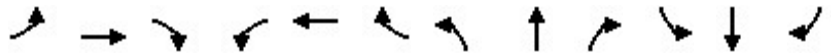
Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1068	0	0	692	212	0	0	0	411	0	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	394	9999	0	51	9999	9999	0	462	0	490	0	392
Arrive On Green	0.19	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.25	0.00	0.25
Sat Flow, veh/h	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Grp Volume(v), veh/h	68	1068	0	0	692	212	0	0	0	411	0	68
Grp Sat Flow(s),veh/h/ln	1781	1870	0	1781	1870	1585	0	1870	0	1781	0	1585
Q Serve(g_s), s	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7	0.0	4.9
Cycle Q Clear(g_c), s	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.7	0.0	4.9
Prop In Lane	1.00		0.00	1.00		1.00	0.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	0	14340	0	0	13894	11774	0	462	0	490	0	392
V/C Ratio(X)	0.00	0.07	0.00	0.00	0.05	0.02	0.00	0.00	0.00	0.84	0.00	0.17
Avail Cap(c_a), veh/h	0	14340	0	0	13894	11774	0	561	0	584	0	476
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	0.00	0.74	0.74	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	53.4	0.0	42.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.1	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.5	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.5	0.0	43.2
LnGrp LOS	A	A	A	A	A	A	A	A	A	E	A	D
Approach Vol, veh/h		1136			904			0			479	
Approach Delay, s/veh		0.0			0.0			0.0			59.8	
Approach LOS		A			A						E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	0.0	1145.1		42.3	34.6	1110.5		42.3				
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5				
Max Green Setting (Gmax), s	88.5	88.5		43.5	88.5	88.5		43.5				
Max Q Clear Time (g_c+I1), s	0.0	2.0		0.0	8.0	2.0		34.7				
Green Ext Time (p_c), s	0.0	54.7		0.0	0.2	16.5		1.1				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	1294	130	82	801	68	48	14	82	48	14	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1325	1123	129	1211	103	166	29	170	79	30	57
Arrive On Green	0.03	0.71	0.71	0.03	0.71	0.71	0.12	0.12	0.12	0.12	0.12	0.12
Sat Flow, veh/h	1781	1870	1585	1781	1700	144	1340	236	1385	354	244	463
Grp Volume(v), veh/h	48	1294	130	82	0	869	48	0	96	110	0	0
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	0	1844	1340	0	1621	1061	0	0
Q Serve(g_s), s	1.0	94.9	3.8	1.8	0.0	37.2	0.0	0.0	8.0	7.6	0.0	0.0
Cycle Q Clear(g_c), s	1.0	94.9	3.8	1.8	0.0	37.2	7.3	0.0	8.0	15.6	0.0	0.0
Prop In Lane	1.00		1.00	1.00		0.08	1.00		0.85	0.44		0.44
Lane Grp Cap(c), veh/h	393	1325	1123	129	0	1314	166	0	199	166	0	0
V/C Ratio(X)	0.12	0.98	0.12	0.63	0.00	0.66	0.29	0.00	0.48	0.66	0.00	0.00
Avail Cap(c_a), veh/h	403	1325	1123	132	0	1314	251	0	302	259	0	0
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)	0.21	0.21	0.21	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	10.1	20.0	6.7	40.5	0.0	11.3	58.9	0.0	59.3	63.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	7.1	0.0	9.4	0.0	2.6	1.0	0.0	1.8	4.4	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	36.1	1.1	2.3	0.0	13.5	1.7	0.0	3.4	4.3	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.1	27.1	6.8	49.9	0.0	14.0	59.9	0.0	61.1	68.1	0.0	0.0
LnGrp LOS	B	C	A	D	A	B	E	A	E	E	A	A
Approach Vol, veh/h		1472			951			144			110	
Approach Delay, s/veh		24.7			17.1			60.7			68.1	
Approach LOS		C			B			E			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.3	109.3		24.3	10.8	109.9		24.3
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green Setting (Gmax), s	5.8	* 93		27.0	5.1	* 93		27.0
Max Q Clear Time (g_c+I1), s	3.8	96.9		10.0	3.0	39.2		17.6
Green Ext Time (p_c), s	0.0	0.0		0.4	0.0	29.6		0.2

Intersection Summary	
HCM 6th Ctrl Delay	25.7
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	39

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	137	1226	959	68	48	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	2493	993
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1500	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	676	-	-	-	~ 32	298
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	204	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	~ 12	298
Mov Cap-2 Maneuver	-	-	-	-	~ 12	-
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	204	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	$ 825.5
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	676	-	-	-	12	298
HCM Lane V/C Ratio	0.203	-	-	-	3.995	0.23
HCM Control Delay (s)	11.7	0	-	-	$ 1975.4	20.6
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	7	0.9

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

Intersection	
Int Delay, s/veh	38.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	247	1075	822	7	7	288

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	829	0	-	0	2395	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	1569	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	37	372
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	9	372
Mov Cap-2 Maneuver	-	-	-	-	9	-
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	SW
HCM Control Delay, s	2.1	0	$ 309.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	803	-	-	-	192
HCM Lane V/C Ratio	0.307	-	-	-	1.534
HCM Control Delay (s)	11.5	0	-	-	$ 309.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	18.7

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

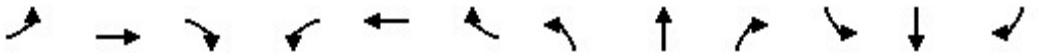
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1370	1027	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1027
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	285
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	285
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	918	116	425	883	151	68	14	226	55	14	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	359	976	827	456	1264	1071	134	6	102	80	33	80
Arrive On Green	0.04	0.52	0.52	0.19	0.68	0.68	0.07	0.07	0.07	0.07	0.07	0.07
Sat Flow, veh/h	1781	1870	1585	1781	1870	1585	1357	93	1506	1140	484	1175
Grp Volume(v), veh/h	48	918	116	425	883	151	68	0	240	55	0	48
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	1781	1870	1585	1357	0	1599	1140	0	1659
Q Serve(g_s), s	0.7	41.5	3.4	15.3	26.1	3.1	3.6	0.0	6.1	0.0	0.0	2.5
Cycle Q Clear(g_c), s	0.7	41.5	3.4	15.3	26.1	3.1	6.1	0.0	6.1	6.1	0.0	2.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.71
Lane Grp Cap(c), veh/h	359	976	827	456	1264	1071	134	0	108	80	0	112
V/C Ratio(X)	0.13	0.94	0.14	0.93	0.70	0.14	0.51	0.00	2.21	0.69	0.00	0.43
Avail Cap(c_a), veh/h	389	976	827	464	1264	1071	134	0	108	80	0	112
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.9	20.2	11.1	26.4	9.0	5.2	43.6	0.0	42.0	45.0	0.0	40.3
Incr Delay (d2), s/veh	0.2	17.6	0.4	25.5	3.2	0.3	3.1	0.0	575.1	21.9	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	19.5	1.1	11.5	8.4	0.8	1.6	0.0	19.7	1.7	0.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	8.1	37.8	11.5	51.9	12.2	5.5	46.6	0.0	617.1	66.9	0.0	42.8
LnGrp LOS	A	D	B	D	B	A	D	A	F	E	A	D
Approach Vol, veh/h		1082			1459			308			103	
Approach Delay, s/veh		33.7			23.1			491.1			55.7	
Approach LOS		C			C			F			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	23.8	53.6		12.6	10.0	67.4		12.6				
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5				
Max Green Setting (Gmax), s	17.7	* 47		6.1	5.0	* 59		6.1				
Max Q Clear Time (g_c+I1), s	17.3	43.5		8.1	2.7	28.1		8.1				
Green Ext Time (p_c), s	0.1	2.7		0.0	0.0	19.5		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		76.9	
HCM 6th LOS		E	

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1260	931	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	931
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	324
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	324
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	68	383	103	82	21	199	931	68	27	972	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	322	44	249	126	101	26	167	1015	74	137	984	27
Arrive On Green	0.18	0.18	0.18	0.07	0.07	0.07	0.07	0.59	0.59	0.02	0.54	0.54
Sat Flow, veh/h	1781	245	1378	1781	1436	368	1781	1722	126	1781	1811	50
Grp Volume(v), veh/h	205	0	451	103	0	103	199	0	999	27	0	999
Grp Sat Flow(s),veh/h/ln	1781	0	1622	1781	0	1804	1781	0	1848	1781	0	1861
Q Serve(g_s), s	19.2	0.0	32.5	10.3	0.0	10.1	12.0	0.0	87.0	1.2	0.0	95.2
Cycle Q Clear(g_c), s	19.2	0.0	32.5	10.3	0.0	10.1	12.0	0.0	87.0	1.2	0.0	95.2
Prop In Lane	1.00		0.85	1.00		0.20	1.00		0.07	1.00		0.03
Lane Grp Cap(c), veh/h	322	0	293	126	0	127	167	0	1089	137	0	1011
V/C Ratio(X)	0.64	0.00	1.54	0.82	0.00	0.81	1.19	0.00	0.92	0.20	0.00	0.99
Avail Cap(c_a), veh/h	322	0	293	257	0	261	167	0	1089	149	0	1011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.3	0.0	73.8	82.5	0.0	82.5	62.6	0.0	33.0	35.4	0.0	40.5
Incr Delay (d2), s/veh	4.1	0.0	259.3	12.3	0.0	11.5	130.9	0.0	13.5	0.7	0.0	25.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	0.0	34.5	5.1	0.0	5.1	13.8	0.0	40.9	0.6	0.0	49.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	0.0	333.0	94.8	0.0	93.9	193.5	0.0	46.5	36.1	0.0	66.0
LnGrp LOS	E	A	F	F	A	F	F	A	D	D	A	E
Approach Vol, veh/h		656			206			1198			1026	
Approach Delay, s/veh		251.6			94.4			70.9			65.2	
Approach LOS		F			F			E			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.7	112.1		19.2	18.0	103.8		39.0				
Change Period (Y+Rc), s	6.0	6.0		6.5	6.0	6.0		6.5				
Max Green Setting (Gmax), s	5.0	91.5		26.0	12.0	84.5		32.5				
Max Q Clear Time (g_c+I1), s	3.2	89.0		12.3	14.0	97.2		34.5				
Green Ext Time (p_c), s	0.0	1.8		0.4	0.0	0.0		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		109.0	
HCM 6th LOS		F	

Intersection	
Int Delay, s/veh	9.9

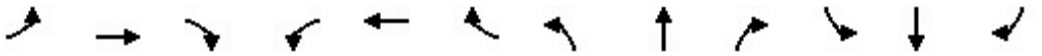
Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
Veh in Median Storage, #	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	41	185	185	972	842	110

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2239	897	952	0	-	0
Stage 1	897	-	-	-	-	-
Stage 2	1342	-	-	-	-	-
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	47	339	722	-	-	-
Stage 1	398	-	-	-	-	-
Stage 2	244	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 35	339	722	-	-	-
Mov Cap-2 Maneuver	~ 35	-	-	-	-	-
Stage 1	296	-	-	-	-	-
Stage 2	244	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	92.4	1.9	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	722	-	35	339	-	-
HCM Lane V/C Ratio	0.256	-	1.174	0.545	-	-
HCM Control Delay (s)	11.7	-	$ 383.3	27.7	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q(veh)	1	-	4.3	3.1	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	438	479	96	103	479	309	116	411	69	515	726	356
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	470	529	106	98	503	426	135	593	99	440	1300	580
Arrive On Green	0.14	0.35	0.35	0.05	0.27	0.27	0.08	0.19	0.19	0.25	0.37	0.37
Sat Flow, veh/h	3456	1513	303	1781	1870	1585	1781	3048	508	1781	3554	1585
Grp Volume(v), veh/h	438	0	575	103	479	309	116	238	242	515	726	356
Grp Sat Flow(s),veh/h/ln	1728	0	1816	1781	1870	1585	1781	1777	1779	1781	1777	1585
Q Serve(g_s), s	22.6	0.0	54.2	9.9	45.3	31.9	11.6	22.5	22.8	44.5	29.3	33.1
Cycle Q Clear(g_c), s	22.6	0.0	54.2	9.9	45.3	31.9	11.6	22.5	22.8	44.5	29.3	33.1
Prop In Lane	1.00		0.17	1.00		1.00	1.00		0.29	1.00		1.00
Lane Grp Cap(c), veh/h	470	0	635	98	503	426	135	346	346	440	1300	580
V/C Ratio(X)	0.93	0.00	0.91	1.05	0.95	0.73	0.86	0.69	0.70	1.17	0.56	0.61
Avail Cap(c_a), veh/h	470	0	649	98	516	438	204	346	346	440	1300	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	76.9	0.0	55.7	85.0	64.7	59.8	82.2	67.4	67.6	67.8	45.5	46.7
Incr Delay (d2), s/veh	25.4	0.0	16.5	105.5	28.1	6.3	19.7	10.7	11.1	98.2	1.7	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	11.7	0.0	27.6	7.4	25.2	13.6	6.0	11.0	11.2	31.7	13.0	13.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	102.3	0.0	72.1	190.5	92.8	66.1	101.9	78.1	78.7	165.9	47.2	51.5
LnGrp LOS	F	A	E	F	F	E	F	E	E	F	D	D
Approach Vol, veh/h		1013			891			596			1597	
Approach Delay, s/veh		85.2			94.8			83.0			86.4	
Approach LOS		F			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	51.0	42.3	31.0	55.7	20.2	73.2	16.4	70.3
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green Setting (Gmax), s	44.5	33.7	24.5	49.7	20.6	57.6	9.9	64.3
Max Q Clear Time (g_c+I1), s	46.5	0.0	24.6	47.3	13.6	0.0	11.9	56.2
Green Ext Time (p_c), s	0.0	0.0	0.0	1.0	0.1	0.0	0.0	2.1

Intersection Summary	
HCM 6th Ctrl Delay	87.5
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	162.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	378	489	275	52	86	558

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	327	0	-	0	1546	301
Stage 1	-	-	-	-	301	-
Stage 2	-	-	-	-	1245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1233	-	-	-	126	739
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1233	-	-	-	~ 73	739
Mov Cap-2 Maneuver	-	-	-	-	~ 73	-
Stage 1	-	-	-	-	435	-
Stage 2	-	-	-	-	271	-

Approach	EB	WB	SB
HCM Control Delay, s	4	0	$ 457.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1233	-	-	-	333
HCM Lane V/C Ratio	0.306	-	-	-	1.934
HCM Control Delay (s)	9.2	0	-	-	$ 457.4
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	44.3

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

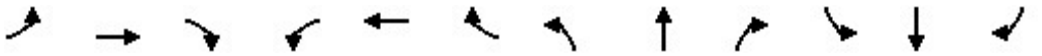
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1198	1459	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1459
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	159
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	159
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	621	51	111	749	0	31	0	82	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	2	1100	90	115	1471	1246	189	0	117	0	138	0
Arrive On Green	0.00	0.65	0.65	0.06	0.79	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Sat Flow, veh/h	1781	1705	140	1781	1870	1585	1418	0	1585	0	1870	0
Grp Volume(v), veh/h	0	0	672	111	749	0	31	0	82	0	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1845	1781	1870	1585	1418	0	1585	0	1870	0
Q Serve(g_s), s	0.0	0.0	17.3	5.3	12.1	0.0	1.8	0.0	4.3	0.0	0.0	0.0
Cycle Q Clear(g_c), s	0.0	0.0	17.3	5.3	12.1	0.0	1.8	0.0	4.3	0.0	0.0	0.0
Prop In Lane	1.00		0.08	1.00		1.00	1.00		1.00	0.00		0.00
Lane Grp Cap(c), veh/h	2	0	1190	115	1471	1246	189	0	117	0	138	0
V/C Ratio(X)	0.00	0.00	0.56	0.96	0.51	0.00	0.16	0.00	0.70	0.00	0.00	0.00
Avail Cap(c_a), veh/h	84	0	1190	115	1471	1246	635	0	615	0	726	0
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	0.77	0.77	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	8.4	39.6	3.2	0.0	37.3	0.0	38.5	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	1.9	62.4	1.0	0.0	0.5	0.0	8.9	0.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	6.4	4.2	2.8	0.0	0.6	0.0	1.9	0.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	0.0	10.4	102.0	4.2	0.0	37.8	0.0	47.3	0.0	0.0	0.0
LnGrp LOS	A	A	B	F	A	A	D	A	D	A	A	A
Approach Vol, veh/h		672			860			113			0	
Approach Delay, s/veh		10.4			16.8			44.7			0.0	
Approach LOS		B			B			D				

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.0	60.2		12.8	0.0	72.2		12.8				
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5				
Max Green Setting (Gmax), s	5.5	* 28		33.0	4.0	* 30		33.0				
Max Q Clear Time (g_c+I1), s	7.3	19.3		6.3	0.0	14.1		0.0				
Green Ext Time (p_c), s	0.0	2.3		0.4	0.0	3.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		16.1
HCM 6th LOS		B

Notes

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

HCM 6th Edition methodology does not support turning movements with shared & exclusive lanes.

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	600	0	0	530
Future Vol, veh/h	0	0	600	0	0	530
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	1030	0	0	910

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1030	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	283	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	283	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	867	0	0	833	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	867
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	352
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	352
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	945	0	0	876	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	945
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	318
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	318
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	600	530	0	0	0
Future Vol, veh/h	0	600	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1030	910	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	910
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	333
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	333
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	565	788	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	394
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	-	-	0	0	605
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	605
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				288	0	0	0	538	0	0	663	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				363	0		0	2238		0	2238	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.20	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				33.4	0.0	0.0	0.0	6.0	0.0	0.0	6.3	0.0
Ln Grp LOS				C	A		A	A		A	A	
Approach Vol, veh/h					288			538			663	
Approach Delay, s/veh					33.4			6.0			6.3	
Approach LOS					C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		21.0		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		12.9		0.0		
Green Ext Time (g_e), s		0.0		1.6		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	288	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	363	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	841	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	538	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2238	0	0	0	2238	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	2238	0	0	0	2238	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.7	0.0	0.0	0.0	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	0.0	0.0	6.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	998	0	323	0	998	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	998	0	748	0	998	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	158	391	391			0	929	0	212	739	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	343	537	537			0	1819		779	2313	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.19	0.19			0.00	0.51	0.00	0.06	0.65	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	30.8	33.9	33.9			0.0	14.3	0.0	9.4	6.7	0.0
Ln Grp LOS	C	C	C			A	B		A	A	A
Approach Vol, veh/h	549						929			951	
Approach Delay, s/veh	33.0						14.3			7.3	
Approach LOS	C						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	11.5	48.5		22.3		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	4.2	0.0		12.8		0.0		
Green Ext Time (g_e), s	0.4	0.0		3.0		0.0		
Prob of Phs Call (p_c)	0.99	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		0.07		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	212	0	0	158	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	584	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	779	0	0	343	0	0	0	0
V/C Ratio (X)	0.27	0.00	0.00	0.46	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	928	0	0	617	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.1	0.0	0.0	29.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	0.0	30.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	2.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	2.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	929	0	0	0	739	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1819	0	0	0	2313	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1819	0	0	0	2313	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	6.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	391	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	537	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	966	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

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

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	65	0	11	5	761	76	0	1005	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1855	505	1312	1819	419	1010	0	0	837	0	0
Stage 1	1008	1008	-	809	809	-	-	-	-	-	-	-
Stage 2	391	847	-	503	1010	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	73	512	116	77	583	682	-	-	793	-	-
Stage 1	258	316	-	340	392	-	-	-	-	-	-	-
Stage 2	605	376	-	519	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	72	512	114	76	583	682	-	-	793	-	-
Mov Cap-2 Maneuver	98	72	-	114	76	-	-	-	-	-	-	-
Stage 1	256	316	-	338	389	-	-	-	-	-	-	-
Stage 2	589	373	-	513	316	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.1	63.5	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	682	-	-	512	114	583	793	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.572	0.019	-	-	-
HCM Control Delay (s)	10.3	-	-	12.1	72.2	11.3	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.8	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	429	0	0	663	375	0	0	0	158	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	726	1347	0	726	1347	601	0	194	0	236	0	165
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
Prop Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.10	0.00	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	31.6	0.0	0.0	34.7	40.5	0.0	0.0	0.0	65.5	0.0	58.8
Ln Grp LOS	A	C	A	A	C	D	A	A	A	E	A	E
Approach Vol, veh/h		467			1038			0			196	
Approach Delay, s/veh		29.0			36.8			0.0			64.2	
Approach LOS		C			D						E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		21.2	60.0	60.0		21.2
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.6		3.8
Max Q Clear (g_c+I1), s	0.0	14.0		0.0	4.1	22.1		14.3
Green Ext Time (g_e), s	0.0	9.4		0.0	0.1	9.4		0.4
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		3554		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	38	0	0	158
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Perm LT Sat Flow (s_l), veh/h/ln	959	0	0	0	544	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	14.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Time to First Blk (g_f), s	0.0	0.0	0.0	14.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	236
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	348
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	429	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	12.0	0.0	0.0	0.0	20.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.0	0.0	0.0	0.0	20.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1347	0	194	0	1347	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	1347	0	311	0	1347	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.0	0.0	0.0	0.0	33.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.6	0.0	0.0	0.0	34.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	8.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.1	0.0	0.0	0.0	8.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	375	0	38
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	601	0	165
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	0	0	601	0	264
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	35.7	0.0	58.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	40.5	0.0	58.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	10.8	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	495	76	92	913	38	65	27	27	54	27	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	408	2146	957	626	2229	93	217	106	106	110	48	82
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
Prop Arrive On Green	0.01	0.60	0.60	0.05	0.64	0.64	0.12	0.12	0.12	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	6.1	8.3	7.4	5.9	8.8	8.8	37.0	0.0	35.7	40.3	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		582			1043			119			146	
Approach Delay, s/veh		8.2			8.5			36.4			40.3	
Approach LOS		A			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.0	60.0		17.4	7.7	63.3		17.4
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.2		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.7	7.7		7.2	2.2	13.3		10.6
Green Ext Time (g_e), s	0.2	11.0		0.3	0.0	22.9		0.4
Prob of Phs Call (p_c)	0.90	1.00		1.00	0.24	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1304	1781			436

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		858		3476		386

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		145		659

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	65	11	0	0	146
Grp Sat Flow (s), veh/h/ln	1781	0	0	1304	1781	0	0	1481
Q Serve Time (g_s), s	1.7	0.0	0.0	0.0	0.2	0.0	0.0	6.0
Cycle Q Clear Time (g_c), s	1.7	0.0	0.0	5.2	0.2	0.0	0.0	8.6
Perm LT Sat Flow (s_l), veh/h/ln	841	0	0	1304	590	0	0	1371
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1038	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	10.9	56.7	0.0	0.0	10.9
Perm LT Serve Time (g_u), s	47.7	0.0	0.0	2.4	45.4	0.0	0.0	8.4
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.0	0.0	0.2	0.0	0.0	6.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	626	0	0	217	408	0	0	239
V/C Ratio (X)	0.15	0.00	0.00	0.30	0.03	0.00	0.00	0.61
Avail Cap (c_a), veh/h	1009	0	0	461	858	0	0	526
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	5.8	0.0	0.0	36.2	6.0	0.0	0.0	37.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.9	0.0	0.0	37.0	6.1	0.0	0.0	40.3
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	1.3	0.1	0.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.0	1.4	0.1	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.08	0.01	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	495	0	0	0	467	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	5.7	0.0	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.7	0.0	0.0	0.0	11.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2146	0	0	0	1139	0	0
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	2146	0	0	0	1139	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	8.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.0	0.0	3.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	3.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	76	0	54	0	484	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1844	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	2.5	0.0	11.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	2.5	0.0	11.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.08	0.00	0.45
Lane Grp Cap (c), veh/h	0	957	0	212	0	1183	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.25	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	957	0	534	0	1183	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.3	0.0	35.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.4	0.0	35.7	0.0	8.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.1	0.0	3.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	1.1	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	38	495	870	11	33	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	881	0	-	0	1200	441
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	763	-	-	-	178	564
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	763	-	-	-	166	564
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	763	-	-	-	273	564
HCM Lane V/C Ratio	0.05	-	-	-	0.119	0.212
HCM Control Delay (s)	10	-	-	-	20	13.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	0.8

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	516	652	5	5	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1065	329
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	926	-	-	-	218	667
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %			-	-	-	
Mov Cap-1 Maneuver	926	-	-	-	193	667
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SW
HCM Control Delay, s	1.5	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	926	-	-	-	640
HCM Lane V/C Ratio	0.082	-	-	-	0.229
HCM Control Delay (s)	9.2	0.4	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	940	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	470
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	-	-	0	0	540
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	516	38	92	489	33	92	11	261	11	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	560	1973	880	569	2095	934	329	12	296	105	166	166
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
Prop Arrive On Green	0.01	0.56	0.56	0.05	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.9	11.5	9.8	8.4	9.7	8.3	34.8	0.0	55.0	46.4	0.0	31.8
Ln Grp LOS	A	B	A	A	A	A	C	A	D	D	A	C
Approach Vol, veh/h		565			614			364			33	
Approach Delay, s/veh		11.3			9.4			49.9			36.6	
Approach LOS		B			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	11.1	60.0		25.1	7.8	63.3		25.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.4		4.1	3.8	8.5		4.2
Max Q Clear (g_c+I1), s	4.1	9.3		17.9	2.2	8.3		18.9
Green Ext Time (g_e), s	0.1	11.2		0.7	0.0	10.6		0.0
Prob of Phs Call (p_c)	0.91	1.00		1.00	0.25	1.00		0.59
Prob of Max Out (p_x)	0.52	0.00		0.50	0.01	0.00		0.58

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1390	1781			1107

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		64		3554		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1530		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	92	11	0	0	11
Grp Sat Flow (s), veh/h/ln	1781	0	0	1390	1781	0	0	1107
Q Serve Time (g_s), s	2.1	0.0	0.0	5.6	0.2	0.0	0.0	0.9
Cycle Q Clear Time (g_c), s	2.1	0.0	0.0	6.6	0.2	0.0	0.0	16.9
Perm LT Sat Flow (s_l), veh/h/ln	854	0	0	1390	880	0	0	1107
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	18.6	56.7	0.0	0.0	18.6
Perm LT Serve Time (g_u), s	46.1	0.0	0.0	17.6	50.4	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	0.9	0.0	0.0	5.6	0.1	0.0	0.0	0.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	569	0	0	329	560	0	0	105
V/C Ratio (X)	0.16	0.00	0.00	0.28	0.02	0.00	0.00	0.10
Avail Cap (c_a), veh/h	642	0	0	400	693	0	0	162
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.3	0.0	0.0	34.4	7.8	0.0	0.0	45.9
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.4	0.0	0.0	34.8	7.9	0.0	0.0	46.4
1st-Term Q (Q1), veh/ln	0.7	0.0	0.0	1.8	0.1	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	1.9	0.1	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.27	0.01	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	516	0	0	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	7.3	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.3	0.0	0.0	0.0	6.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1973	0	0	0	2095	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	1973	0	0	0	2095	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.1	0.0	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.5	0.0	0.0	0.0	9.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	38	0	272	0	33	0	22
Grp Sat Flow (s), veh/h/ln	0	1585	0	1595	0	1585	0	1716
Q Serve Time (g_s), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	880	0	309	0	934	0	332
V/C Ratio (X)	0.00	0.04	0.00	0.88	0.00	0.04	0.00	0.07
Avail Cap (c_a), veh/h	0	880	0	390	0	934	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	37.7	0.0	8.3	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	17.3	0.0	0.1	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.8	0.0	55.0	0.0	8.3	0.0	31.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	6.0	0.0	0.2	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	7.5	0.0	0.3	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.33	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	870	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	435
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	-	-	0	0	569
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	569
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	33	71	33	22	22	120	701	49	27	511	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	206	61	132	69	33	33	610	2175	152	485	2164	114
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
Prop Arrive On Green	0.12	0.12	0.12	0.04	0.04	0.04	0.04	0.65	0.65	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.2	0.0	61.2	71.6	0.0	77.9	8.8	11.9	11.9	9.1	11.8	11.8
Ln Grp LOS	E	A	E	E	A	E	A	B	B	A	B	B
Approach Vol, veh/h		278			77			870			565	
Approach Delay, s/veh		66.8			75.2			11.5			11.7	
Approach LOS		E			E			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	10.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.3	97.2	22.9	11.9	11.4	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	4.0	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	2.8	15.2	15.5	5.6	5.4	11.1		
Green Ext Time (g_e), s	0.0	7.1	0.8	0.1	0.1	4.8		
Prob of Phs Call (p_c)	0.65	1.00	1.00	0.95	0.99	1.00		
Prob of Max Out (p_x)	0.03	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3369	529	858		3434		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		235	1137	858		181		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	27	0	174	33	120	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	712	0	1781	1781	867	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	89.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	78.0	0.0	0.0	0.0	79.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	485	0	206	69	610	0	0	0
V/C Ratio (X)	0.06	0.00	0.84	0.48	0.20	0.00	0.00	0.00
Avail Cap (c_a), veh/h	558	0	486	334	655	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.1	0.0	61.2	66.5	8.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.0	5.1	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.1	0.0	70.2	71.6	8.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	6.0	1.2	1.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	6.6	1.3	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	1.59	0.29	0.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	369	0	0	0	264	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	0.0	0.0	9.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1147	0	0	0	1120	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1147	0	0	0	1120	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.9	0.0	0.0	0.0	11.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	3.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.1	0.0	0.0	0.0	3.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	381	104	44	0	274	0	0
Grp Sat Flow (s), veh/h/ln	0	1828	1666	1716	0	1838	0	0
Q Serve Time (g_s), s	0.0	13.2	8.3	3.6	0.0	9.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.2	8.3	3.6	0.0	9.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.68	0.50	0.00	0.10	0.00	0.00
Lane Grp Cap (c), veh/h	0	1180	193	66	0	1158	0	0
V/C Ratio (X)	0.00	0.32	0.54	0.67	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1180	454	322	0	1158	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	58.9	67.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	2.3	10.9	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.9	61.2	77.9	0.0	11.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	3.5	1.6	0.0	3.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.1	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.2	3.6	1.8	0.0	3.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.07	0.05	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Intersection	
Int Delay, s/veh	2.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	98	190	707	413	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1180	239	478	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	734	-	-	-	-	-
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	183	762	1081	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	762	1081	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	12.7	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	1081	-	282	762	-	-
HCM Lane V/C Ratio	0.176	-	0.116	0.128	-	-
HCM Control Delay (s)	9	-	19.4	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.4	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	326	54	22	212	207	65	293	33	141	228	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	427	794	130	36	556	248	83	1541	172	195	1734	773
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
Prop Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.05	0.48	0.48	0.06	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.4	46.5	46.6	88.4	57.0	70.9	84.6	22.8	22.8	74.1	21.0	23.2
Ln Grp LOS	E	D	D	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		739			441			391			570	
Approach Delay, s/veh		57.2			65.1			33.1			34.9	
Approach LOS		E			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	14.9	78.5	24.9	30.6	13.5	80.0	9.5	46.0
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	8.0	0.0	17.1	20.9	7.4	0.0	3.8	15.3
Green Ext Time (g_e), s	0.5	0.0	1.3	2.4	0.1	0.0	0.0	2.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.93	1.00	0.60	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3223		3554		3554		3056

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		360		1585		1585		501

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	141	0	359	0	65	0	22	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	195	0	427	0	83	0	36	0
V/C Ratio (X)	0.72	0.00	0.84	0.00	0.78	0.00	0.62	0.00
Avail Cap (c_a), veh/h	1009	0	1009	0	281	0	161	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	69.1	0.0	63.9	0.0	70.2	0.0	72.4	0.0
Incr Delay (d2), s/veh	5.0	0.0	4.5	0.0	14.4	0.0	16.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.1	0.0	68.4	0.0	84.6	0.0	88.4	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	6.6	0.0	2.4	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.3	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.7	0.0	6.9	0.0	2.7	0.0	1.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.56	0.00	0.31	0.00	0.15	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	160	0	212	0	228	0	188
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	7.7	0.0	8.0	0.0	5.2	0.0	13.1
Cycle Q Clear Time (g_c), s	0.0	7.7	0.0	8.0	0.0	5.2	0.0	13.1
Lane Grp Cap (c), veh/h	0	850	0	556	0	1734	0	462
V/C Ratio (X)	0.00	0.19	0.00	0.38	0.00	0.13	0.00	0.41
Avail Cap (c_a), veh/h	0	850	0	1973	0	1734	0	1344
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	56.4	0.0	20.9	0.0	45.6
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.6	0.0	0.2	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	57.0	0.0	21.0	0.0	46.5
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	3.5	0.0	2.1	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	3.6	0.0	2.1	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.05	0.00	0.03	0.00	0.29
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	166	0	207	0	201	0	192
Grp Sat Flow (s), veh/h/ln	0	1806	0	1585	0	1585	0	1780
Q Serve Time (g_s), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	13.3
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	13.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.20	0.00	1.00	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	863	0	248	0	773	0	463
V/C Ratio (X)	0.00	0.19	0.00	0.83	0.00	0.26	0.00	0.41
Avail Cap (c_a), veh/h	0	863	0	880	0	773	0	1347
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	61.0	0.0	22.4	0.0	45.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	9.9	0.0	0.8	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	70.9	0.0	23.2	0.0	46.6
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	7.6	0.0	4.2	0.0	5.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.7	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	8.2	0.0	4.3	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.47	0.00	0.18	0.00	0.30
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	98	98	43	22	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	436	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	-	578	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	532	931
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	844
HCM Lane V/C Ratio	0.075	-	-	-	0.187
HCM Control Delay (s)	7.7	0	-	-	10.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	842	652	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	326
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	-	-	0	0	670
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	670
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	643	8	27	504	0	0	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	3	1244	15	42	1491	1263	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.02	0.80	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.9	49.9	2.5	0.0	0.0	0.0	58.7	0.0	0.0	0.0
Ln Grp LOS	A	A	A	D	A	A	A	A	E	A	A	A
Approach Vol, veh/h		651			531			26			0	
Approach Delay, s/veh		6.9			4.9			58.7			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	8.1	50.0		8.0	0.0	58.1		8.0
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.0	13.5		3.1	0.0	6.9		0.0
Green Ext Time (g_e), s	0.0	3.4		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.39	1.00		0.38	0.00	1.00		0.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1843		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		23		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)				L (Prot)			

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	27	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	42	0	0	0	3	0	0	0
V/C Ratio (X)	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	364	0	0	0	364	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	504	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1491	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	948	0	1491	0	948
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	651	0	26	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1260	0	36	0	1263	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.71	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1260	0	804	0	1263	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	32.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	26.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	0.0	58.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	604	16	163	478	489	20	21	180	318	12	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	64	1514	675	196	1777	793	240	252	214	414	224	190
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
Prop Arrive On Green	0.04	0.43	0.43	0.11	0.50	0.50	0.13	0.13	0.13	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	83.1	25.8	21.0	67.0	18.6	26.4	47.9	47.9	63.6	57.5	49.3	50.5
Ln Grp LOS	F	C	C	E	B	C	D	D	E	E	D	D
Approach Vol, veh/h		669			1130			221			364	
Approach Delay, s/veh		29.9			28.9			60.7			56.5	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	20.4	60.7	21.6	23.5	11.1	70.0		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	13.3	0.0	13.3	16.0	5.4	0.0		
Green Ext Time (g_e), s	0.6	0.0	1.9	1.0	0.1	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.82	1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	163	0	318	20	49	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	196	0	414	240	64	0	0	0
V/C Ratio (X)	0.83	0.00	0.77	0.08	0.76	0.00	0.00	0.00
Avail Cap (c_a), veh/h	402	0	1328	685	261	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	55.0	0.0	53.8	47.8	60.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.0	3.6	0.2	22.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.0	0.0	57.5	47.9	83.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.0	0.0	4.9	0.6	1.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.2	0.0	0.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.7	0.0	5.1	0.6	2.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.88	0.00	0.43	0.22	0.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	604	12	21	0	478	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1514	224	252	0	1777	0	0
V/C Ratio (X)	0.00	0.40	0.05	0.08	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1514	719	719	0	1777	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.0	49.2	47.8	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	49.3	47.9	0.0	18.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.3	0.6	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.3	0.6	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.01	0.02	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	16	34	180	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	675	190	214	0	793	0	0
V/C Ratio (X)	0.00	0.02	0.18	0.84	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	675	609	609	0	793	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.0	49.9	53.3	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.5	10.3	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	50.5	63.6	0.0	26.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	1.0	5.6	0.0	10.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	1.0	6.2	0.0	11.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.20	0.20	0.00	1.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	320	0	0	330
Future Vol, veh/h	0	0	320	0	0	330
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	348	0	0	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	174	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	839	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	839	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	190	0	0	220	0	0
Future Vol, veh/h	190	0	0	220	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	0	0	239	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	207
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	833
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	833
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	0	0	250	0	0
Future Vol, veh/h	210	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	272	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	228
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	811
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	811
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	280	320	0	0	0
Future Vol, veh/h	0	280	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	348	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	348
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	694
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	893	1245	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	623
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	-	-	0	0	429
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	429
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				305	0	0	0	651	0	0	816	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				369	0		0	2323		0	2323	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	6.4	0.0	0.0	7.0	0.0
Ln Grp LOS				D	A		A	A		A	A	
Approach Vol, veh/h					305			651			816	
Approach Delay, s/veh					40.0			6.4			7.0	
Approach LOS					D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		60.9		24.1		60.9		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		15.9		0.0		
Green Ext Time (g_e), s		0.0		1.7		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	305	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	55.6	0.0	0.0	0.0	55.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	369	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	651	0	0	0	816	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2323	0	0	0	2323	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	2323	0	0	0	2323	0	0
Upstream Filter (I)	0.00	0.58	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.2	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.4	0.0	0.0	0.0	7.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1036	0	329	0	1036	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1036	0	662	0	1036	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	249	415	415			0	985	0	335	783	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	324	507	507			0	1674		411	2369	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.18	0.18	0.18			0.00	0.47	0.00	0.24	1.00	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	42.5	42.3	42.3			0.0	17.8	0.0	40.9	0.3	0.0
Ln Grp LOS	D	D	D			A	B		D	A	A
Approach Vol, veh/h	664						985			1118	
Approach Delay, s/veh	42.4						17.8			12.5	
Approach LOS	D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	16.6	46.4		21.9		63.1		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	11.5	* 37		17.5		* 55		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	9.8	0.0		14.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.3		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Prot)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	335	0	0	249	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	7.8	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.8	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	411	0	0	324	0	0	0	0
V/C Ratio (X)	0.82	0.00	0.00	0.77	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	468	0	0	367	0	0	0	0
Upstream Filter (I)	0.89	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	31.5	0.0	0.0	33.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	9.4	0.0	0.0	9.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	40.9	0.0	0.0	42.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.3	0.0	0.0	5.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.33	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	985	0	0	0	783	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1674	0	0	0	2369	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1674	0	0	0	2369	0	0
Upstream Filter (I)	0.00	0.88	0.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.8	0.0	0.0	0.0	0.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.5	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	0.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	415	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	507	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	574	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	42.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

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

Intersection	
Int Delay, s/veh	24.8

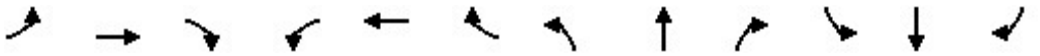
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	103	0	17	9	1004	120	0	1357	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1882	2504	683	1761	2448	562	1366	0	0	1124	0	0
Stage 1	1362	1362	-	1082	1082	-	-	-	-	-	-	-
Stage 2	520	1142	-	679	1366	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	28	392	~ 54	31	470	499	-	-	617	-	-
Stage 1	156	214	-	232	292	-	-	-	-	-	-	-
Stage 2	507	273	-	408	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	27	392	~ 52	30	470	499	-	-	617	-	-
Mov Cap-2 Maneuver	41	27	-	~ 52	30	-	-	-	-	-	-	-
Stage 1	153	214	-	228	287	-	-	-	-	-	-	-
Stage 2	480	268	-	399	213	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.4	$ 539.7	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	499	-	-	392	52	470	617	-	-
HCM Lane V/C Ratio	0.017	-	-	0.022	1.982	0.037	-	-	-
HCM Control Delay (s)	12.3	-	-	14.4	$ 627.5	13	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.2	0.1	0	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	678	0	0	1048	592	0	0	0	249	0	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	541	9999	0	82	9999	9999	0	312	0	377	0	264
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
Prop Arrive On Green	0.26	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.17	0.00	0.17
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3	0.0	32.9
Ln Grp LOS	A	A	A	A	A	A	A	A	A	D	A	C
Approach Vol, veh/h		738			1640			0			309	
Approach Delay, s/veh		0.0			0.0			0.0			37.3	
Approach LOS		A			A						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	630.2		21.5	29.8	600.4		21.5
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	46.5	46.5		30.5	46.5	46.5		30.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.5		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	5.4	2.0		14.2
Green Ext Time (g_e), s	0.0	16.8		0.0	0.1	19.8		0.8
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.78	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		3554		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	60	0	0	249
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.4	0.0	0.0	12.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.4	0.0	0.0	12.2
Perm LT Sat Flow (s_l), veh/h/ln	762	0	0	0	306	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	46.5	0.0	0.0	0.0	46.5	0.0	0.0	15.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	15.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.2
Time to First Blk (g_f), s	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	377
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.66
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	684
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	38.3
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.12
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	678	0	0	0	1048	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	24060	0	312	0	22884	0	0
V/C Ratio (X)	0.00	0.03	0.00	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	0	24060	0	634	0	22884	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.66	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	592	0	60
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	10207	0	264
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.06	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	0	0	10207	0	537
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.66	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.3
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	781	120	146	1443	60	103	43	43	86	43	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	207	1891	844	432	1987	82	249	164	164	138	66	119
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
Prop Arrive On Green	0.02	0.53	0.53	0.06	0.57	0.57	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.2	13.2	11.0	9.7	18.6	18.5	34.8	0.0	31.4	38.7	0.0	0.0
Ln Grp LOS	B	B	B	A	B	B	C	A	C	D	A	A
Approach Vol, veh/h		918			1649			189			232	
Approach Delay, s/veh		12.9			17.8			33.2			38.7	
Approach LOS		B			B			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.8	54.5		23.7	8.2	58.0		23.7
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	9.5	* 34		27.1	5.1	* 38		27.1
Max Allow Headway (MAH), s	3.8	8.2		4.3	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	5.3	13.9		12.5	2.4	29.5		16.6
Green Ext Time (g_e), s	0.1	12.0		0.5	0.0	8.3		0.6
Prob of Phs Call (p_c)	0.97	1.00		1.00	0.35	1.00		1.00
Prob of Max Out (p_x)	0.68	0.00		0.00	1.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1242	1781			435

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		858		3477		345

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		144		623

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	146	0	0	103	17	0	0	232
Grp Sat Flow (s), veh/h/ln	1781	0	0	1242	1781	0	0	1404
Q Serve Time (g_s), s	3.3	0.0	0.0	0.0	0.4	0.0	0.0	10.8
Cycle Q Clear Time (g_c), s	3.3	0.0	0.0	10.5	0.4	0.0	0.0	14.6
Perm LT Sat Flow (s_l), veh/h/ln	618	0	0	1242	349	0	0	1332
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	818	0	0	0	0
Perm LT Eff Green (g_p), s	47.9	0.0	0.0	17.2	51.4	0.0	0.0	17.2
Perm LT Serve Time (g_u), s	36.0	0.0	0.0	2.6	24.0	0.0	0.0	13.4
Perm LT Q Serve Time (g_ps), s	3.7	0.0	0.0	0.0	1.4	0.0	0.0	10.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	432	0	0	249	207	0	0	323
V/C Ratio (X)	0.34	0.00	0.00	0.41	0.08	0.00	0.00	0.72
Avail Cap (c_a), veh/h	516	0	0	385	274	0	0	489
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.91	0.00	0.00	1.00
Uniform Delay (d1), s/veh	9.2	0.0	0.0	33.7	12.0	0.0	0.0	35.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	1.1	0.2	0.0	0.0	3.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.7	0.0	0.0	34.8	12.2	0.0	0.0	38.7
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	2.1	0.1	0.0	0.0	4.9
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.0	0.0	0.0	2.1	0.1	0.0	0.0	5.2
%ile Storage Ratio (RQ%)	0.11	0.00	0.00	0.12	0.01	0.00	0.00	0.18
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	781	0	0	0	736	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.9	0.0	0.0	0.0	27.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.9	0.0	0.0	0.0	27.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1891	0	0	0	1016	0	0
V/C Ratio (X)	0.00	0.41	0.00	0.00	0.00	0.72	0.00	0.00
Avail Cap (c_a), veh/h	0	1891	0	0	0	1016	0	0
Upstream Filter (I)	0.00	0.91	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.6	0.0	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	4.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.2	0.0	0.0	0.0	18.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	0.0	0.0	0.0	8.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	1.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.0	0.0	9.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	120	0	86	0	767	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1844	0	0
Q Serve Time (g_s), s	0.0	3.4	0.0	3.8	0.0	27.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	3.8	0.0	27.5	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.08	0.00	0.44
Lane Grp Cap (c), veh/h	0	844	0	328	0	1054	0	0
V/C Ratio (X)	0.00	0.14	0.00	0.26	0.00	0.73	0.00	0.00
Avail Cap (c_a), veh/h	0	844	0	517	0	1054	0	0
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	31.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.4	0.0	4.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	31.4	0.0	18.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	1.6	0.0	8.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	1.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	1.6	0.0	10.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.09	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	18.9
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	60	781	1374	17	52	189

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1391	0	-	0	1894	696
Stage 1	-	-	-	-	1383	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	488	-	-	-	61	384
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	488	-	-	-	~ 48	384
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	488	-	-	-	125	384
HCM Lane V/C Ratio	0.123	-	-	-	0.412	0.492
HCM Control Delay (s)	13.4	-	-	-	52.7	23.1
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.8	2.6

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	816	1030	9	9	223

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1039	0	-	0	1683	520
Stage 1	-	-	-	-	1035	-
Stage 2	-	-	-	-	648	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	665	-	-	-	85	501
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	665	-	-	-	57	501
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SW
HCM Control Delay, s	2.8	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	665	-	-	-	461
HCM Lane V/C Ratio	0.181	-	-	-	0.503
HCM Control Delay (s)	11.6	1.5	-	-	20.4
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1133	1486	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	743
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	-	-	0	0	358
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	358
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	816	60	146	773	52	146	17	412	17	17	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	329	1500	669	358	1671	745	463	19	448	111	251	251
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
Prop Arrive On Green	0.02	0.42	0.42	0.07	0.47	0.47	0.29	0.29	0.29	0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.9	20.9	15.9	15.3	17.1	13.2	26.6	0.0	51.0	43.5	0.0	23.0
Ln Grp LOS	B	C	B	B	B	B	C	A	D	D	A	C
Approach Vol, veh/h		893			971			575			51	
Approach Delay, s/veh		20.4			16.6			44.8			29.8	
Approach LOS		C			B			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.6	44.6		32.9	8.2	48.9		32.9
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	9.5	* 31		29.5	5.1	* 36		29.5
Max Allow Headway (MAH), s	3.8	8.5		4.1	3.8	8.5		4.4
Max Q Clear (g_c+I1), s	6.1	17.5		25.4	2.4	15.3		27.0
Green Ext Time (g_e), s	0.1	9.3		0.9	0.0	11.9		0.0
Prob of Phs Call (p_c)	0.97	1.00		1.00	0.35	1.00		0.72
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1375	1781			959

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		63		3554		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1531		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	146	0	0	146	17	0	0	17
Grp Sat Flow (s), veh/h/ln	1781	0	0	1375	1781	0	0	959
Q Serve Time (g_s), s	4.1	0.0	0.0	7.7	0.4	0.0	0.0	1.6
Cycle Q Clear Time (g_c), s	4.1	0.0	0.0	9.0	0.4	0.0	0.0	25.0
Perm LT Sat Flow (s_l), veh/h/ln	633	0	0	1375	664	0	0	959
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	38.0	0.0	0.0	26.4	42.3	0.0	0.0	26.4
Perm LT Serve Time (g_u), s	22.5	0.0	0.0	25.1	29.1	0.0	0.0	2.9
Perm LT Q Serve Time (g_ps), s	4.6	0.0	0.0	7.7	0.3	0.0	0.0	1.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	358	0	0	463	329	0	0	111
V/C Ratio (X)	0.41	0.00	0.00	0.32	0.05	0.00	0.00	0.15
Avail Cap (c_a), veh/h	426	0	0	511	395	0	0	145
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	14.5	0.0	0.0	26.2	12.8	0.0	0.0	42.9
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.4	0.1	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.3	0.0	0.0	26.6	12.9	0.0	0.0	43.5
1st-Term Q (Q1), veh/ln	1.4	0.0	0.0	2.4	0.2	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.5	0.0	0.0	2.5	0.2	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.13	0.00	0.00	0.36	0.02	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	816	0	0	0	773	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.5	0.0	0.0	0.0	13.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.5	0.0	0.0	0.0	13.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1500	0	0	0	1671	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1500	0	0	0	1671	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.5	0.0	0.0	0.0	16.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.9	0.0	0.0	0.0	17.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	4.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.0	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	60	0	429	0	52	0	34
Grp Sat Flow (s), veh/h/ln	0	1585	0	1595	0	1585	0	1716
Q Serve Time (g_s), s	0.0	2.0	0.0	23.4	0.0	1.6	0.0	1.3
Cycle Q Clear Time (g_c), s	0.0	2.0	0.0	23.4	0.0	1.6	0.0	1.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	669	0	467	0	745	0	502
V/C Ratio (X)	0.00	0.09	0.00	0.92	0.00	0.07	0.00	0.07
Avail Cap (c_a), veh/h	0	669	0	523	0	745	0	562
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.6	0.0	30.8	0.0	13.1	0.0	23.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	20.2	0.0	0.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.9	0.0	51.0	0.0	13.2	0.0	23.0
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	8.6	0.0	0.5	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	11.2	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.48	0.00	0.06	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	24.8
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	979	1374	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	687
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	-	-	0	0	389
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	389
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	52	112	52	34	34	189	1108	77	43	807	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	342	92	198	209	43	43	436	2018	140	288	1943	104
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
Prop Arrive On Green	0.16	0.17	0.17	0.03	0.05	0.05	0.06	0.60	0.60	0.03	0.57	0.57
Unsig. Movement Delay												
Ln Grp Delay, s/veh	69.1	0.0	58.5	49.9	0.0	85.2	14.3	20.0	20.0	14.1	19.7	19.7
Ln Grp LOS	E	A	E	D	A	F	B	C	B	B	B	B
Approach Vol, veh/h		439			120			1374			893	
Approach Delay, s/veh		65.1			69.9			19.2			19.4	
Approach LOS		E			E			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	10.2	95.8	30.0	14.0	15.1	90.9	11.4	32.6
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green (Gmax), s	5.0	70.0	23.5	26.5	21.0	54.0	5.5	44.5
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.6	3.9	5.9	3.9	4.0
Max Q Clear (g_c+I1), s	3.4	31.5	23.7	7.9	8.6	22.0	5.6	15.5
Green Ext Time (g_e), s	0.0	13.0	0.0	0.1	0.4	7.9	0.0	0.5
Prob of Phs Call (p_c)	0.83	1.00	1.00	0.94	1.00	1.00	0.89	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3371		858		3431		528

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		234		858		183		1137

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	43	0	275	0	189	0	52	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.4	0.0	21.7	0.0	6.6	0.0	3.6	0.0
Cycle Q Clear Time (g_c), s	1.4	0.0	21.7	0.0	6.6	0.0	3.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	473	0	1333	0	649	0	1222	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.8	0.0	7.5	0.0	84.9	0.0	26.1	0.0
Perm LT Serve Time (g_u), s	60.3	0.0	1.6	0.0	64.9	0.0	12.5	0.0
Perm LT Q Serve Time (g_ps), s	3.0	0.0	1.5	0.0	8.2	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	288	0	342	0	436	0	209	0
V/C Ratio (X)	0.15	0.00	0.80	0.00	0.43	0.00	0.25	0.00
Avail Cap (c_a), veh/h	298	0	342	0	578	0	215	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	13.9	0.0	55.9	0.0	13.6	0.0	49.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	13.1	0.0	0.7	0.0	0.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.1	0.0	69.1	0.0	14.3	0.0	49.9	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	9.6	0.0	2.5	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.2	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.6	0.0	10.9	0.0	2.6	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	2.63	0.00	0.44	0.00	0.38	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	584	0	0	0	418	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	29.4	0.0	0.0	0.0	20.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	29.4	0.0	0.0	0.0	20.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1064	0	0	0	1006	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1064	0	0	0	1006	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	0.0	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	0.0	0.0	19.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	0.0	0.0	8.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.0	0.0	0.0	0.0	8.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	601	0	68	0	432	0	164
Grp Sat Flow (s), veh/h/ln	0	1828	0	1716	0	1837	0	1666
Q Serve Time (g_s), s	0.0	29.5	0.0	5.9	0.0	20.0	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	29.5	0.0	5.9	0.0	20.0	0.0	13.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	0.50	0.00	0.10	0.00	0.68
Lane Grp Cap (c), veh/h	0	1095	0	86	0	1040	0	290
V/C Ratio (X)	0.00	0.55	0.00	0.79	0.00	0.42	0.00	0.57
Avail Cap (c_a), veh/h	0	1095	0	303	0	1040	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	70.5	0.0	18.5	0.0	56.8
Incr Delay (d2), s/veh	0.0	2.0	0.0	14.8	0.0	1.2	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	85.2	0.0	19.7	0.0	58.5
1st-Term Q (Q1), veh/ln	0.0	11.8	0.0	2.6	0.0	8.5	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.4	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.4	0.0	2.9	0.0	8.8	0.0	5.8
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.08	0.00	0.16	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	52	155	301	1116	653	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1865	378	756	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	1160	-	-	-	-	-
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	64	620	851	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 41	620	851	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	260	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	20.3	2.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	851	-	144	620	-	-
HCM Lane V/C Ratio	0.353	-	0.358	0.249	-	-
HCM Control Delay (s)	11.5	-	43.3	12.7	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	1.6	-	1.5	1	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	515	86	38	335	363	103	464	57	249	361	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	612	1236	206	49	909	406	124	955	117	288	1114	497
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
Prop Arrive On Green	0.18	0.41	0.41	0.03	0.26	0.26	0.07	0.30	0.30	0.08	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	80.3	32.4	32.5	94.9	46.2	70.8	97.2	46.1	46.2	90.8	40.1	50.4
Ln Grp LOS	F	C	C	F	D	E	F	D	D	F	D	D
Approach Vol, veh/h		1168			736			624			928	
Approach Delay, s/veh		55.7			60.8			54.6			57.3	
Approach LOS		E			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.0	52.3	33.1	45.7	17.0	54.3	10.6	68.1
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	12.5	34.4	27.5	48.0	12.2	34.7	8.8	66.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	12.7	0.0	26.2	35.2	10.6	0.0	5.2	20.2
Green Ext Time (g_e), s	0.0	0.0	0.3	3.2	0.0	0.0	0.0	3.5
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	0.79	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.17	1.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3187		3554		3554		3049

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		390		1585		1585		507

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	249	0	567	0	103	0	38	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	10.7	0.0	24.2	0.0	8.6	0.0	3.2	0.0
Cycle Q Clear Time (g_c), s	10.7	0.0	24.2	0.0	8.6	0.0	3.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	288	0	612	0	124	0	49	0
V/C Ratio (X)	0.86	0.00	0.93	0.00	0.83	0.00	0.78	0.00
Avail Cap (c_a), veh/h	288	0	634	0	145	0	105	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	67.9	0.0	60.8	0.0	68.9	0.0	72.5	0.0
Incr Delay (d2), s/veh	22.9	0.0	19.5	0.0	28.3	0.0	22.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.8	0.0	80.3	0.0	97.2	0.0	94.9	0.0
1st-Term Q (Q1), veh/ln	4.6	0.0	10.6	0.0	3.8	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	1.7	0.0	1.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.5	0.0	12.2	0.0	4.8	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.40	0.00	0.99	0.00	0.55	0.00	0.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	258	0	335	0	361	0	299
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	17.8	0.0	11.6	0.0	11.6	0.0	18.1
Cycle Q Clear Time (g_c), s	0.0	17.8	0.0	11.6	0.0	11.6	0.0	18.1
Lane Grp Cap (c), veh/h	0	533	0	909	0	1114	0	720
V/C Ratio (X)	0.00	0.48	0.00	0.37	0.00	0.32	0.00	0.42
Avail Cap (c_a), veh/h	0	533	0	1137	0	1114	0	790
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	43.0	0.0	45.9	0.0	39.4	0.0	31.9
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.4	0.0	0.8	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	46.1	0.0	46.2	0.0	40.1	0.0	32.4
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	5.1	0.0	4.9	0.0	7.8
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.0	0.0	5.1	0.0	5.1	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.06	0.00	0.08	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	263	0	363	0	318	0	302
Grp Sat Flow (s), veh/h/ln	0	1800	0	1585	0	1585	0	1779
Q Serve Time (g_s), s	0.0	18.0	0.0	33.2	0.0	25.8	0.0	18.2
Cycle Q Clear Time (g_c), s	0.0	18.0	0.0	33.2	0.0	25.8	0.0	18.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.22	0.00	1.00	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	540	0	406	0	497	0	721
V/C Ratio (X)	0.00	0.49	0.00	0.90	0.00	0.64	0.00	0.42
Avail Cap (c_a), veh/h	0	540	0	507	0	497	0	791
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	43.1	0.0	53.9	0.0	44.2	0.0	31.9
Incr Delay (d2), s/veh	0.0	3.1	0.0	16.9	0.0	6.2	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	46.2	0.0	70.8	0.0	50.4	0.0	32.5
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	13.1	0.0	10.1	0.0	7.9
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	1.9	0.0	0.9	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	15.0	0.0	11.0	0.0	8.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.85	0.00	0.46	0.00	0.40
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	6.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	172	172	77	38	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	765	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1317	-	-	-	371	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	312	829
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	14
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	675
HCM Lane V/C Ratio	0.145	-	-	-	0.411
HCM Control Delay (s)	8.2	0	-	-	14
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	2

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1331	1030	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	515
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	-	-	0	0	505
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	505
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	682	8	29	535	0	0	0	28	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	758	1360	16	566	1566	1327	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.74	0.74	0.02	0.84	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.0	3.6	2.2	0.0	0.0	0.0	75.1	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	A	A	E	A	A	A
Approach Vol, veh/h		690			564			28			0	
Approach Delay, s/veh		6.0			2.2			75.1			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	8.5	68.1		8.4	0.0	76.6		8.4
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.0	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	2.3	15.1		3.5	0.0	7.5		0.0
Green Ext Time (g_e), s	0.0	3.0		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.50	1.00		0.48	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1845		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		22		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	29	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	753	0	0	0	870	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	62.7	0.0	0.0	0.0	71.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	49.6	0.0	0.0	0.0	65.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	566	0	0	0	758	0	0	0
V/C Ratio (X)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	608	0	0	0	840	0	0	0
Upstream Filter (I)	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	535	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1566	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	726	0	1566	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	690	0	28	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1376	0	36	0	1327	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.78	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1376	0	615	0	1327	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	41.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	33.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	75.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	641	17	173	507	518	21	22	191	338	13	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	360	1940	865	566	2001	893	243	255	216	409	222	188
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	1.00	1.00	0.06	0.56	0.56	0.14	0.14	0.14	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.0	0.4	0.0	15.2	19.2	26.7	64.4	64.4	85.4	78.3	66.6	68.2
Ln Grp LOS	B	A	A	B	B	C	E	E	F	E	E	E
Approach Vol, veh/h		710			1198			234			387	
Approach Delay, s/veh		1.5			21.8			81.5			77.0	
Approach LOS		A			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	14.0	99.7	26.6	29.7	11.1	102.6		
Change Period (Y+Rc), s	4.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	15.5	40.1	43.0	47.0	5.1	48.5		
Max Allow Headway (MAH), s	3.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	9.3	0.0	18.2	22.1	4.1	0.0		
Green Ext Time (g_e), s	0.2	0.0	1.9	1.0	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.91	1.00		
Prob of Max Out (p_x)	0.16	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	173	0	338	21	52	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	7.3	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.3	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	776	0	1728	1781	550	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	92.8	0.0	0.0	0.0	95.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	92.8	0.0	0.0	0.0	83.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	566	0	409	243	360	0	0	0
V/C Ratio (X)	0.31	0.00	0.83	0.09	0.14	0.00	0.00	0.00
Avail Cap (c_a), veh/h	628	0	874	492	366	0	0	0
Upstream Filter (I)	0.93	0.00	1.00	1.00	0.88	0.00	0.00	0.00
Uniform Delay (d1), s/veh	14.9	0.0	73.2	64.2	14.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	5.1	0.2	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.2	0.0	78.3	64.4	15.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.0	0.0	7.3	0.8	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.0	0.0	7.5	0.8	0.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.47	0.00	0.64	0.32	0.22	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	641	13	22	0	507	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1940	222	255	0	2001	0	0
V/C Ratio (X)	0.00	0.33	0.06	0.09	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	1940	473	517	0	2001	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	66.5	64.2	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.2	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	66.6	64.4	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.8	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.5	0.9	0.0	5.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.01	0.03	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	17	36	191	0	518	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	865	188	216	0	893	0	0
V/C Ratio (X)	0.00	0.02	0.19	0.88	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	865	401	438	0	893	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	67.6	72.1	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	13.3	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	68.2	85.4	0.0	26.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.4	8.2	0.0	13.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.5	9.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.30	0.29	0.00	2.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	400	0	0	360
Future Vol, veh/h	0	0	400	0	0	360
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	765	0	0	689

Major/Minor	Minor1		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	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	615	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	250	0	0	250	0	0
Future Vol, veh/h	250	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	0	0	478	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	478
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	587
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	300	0	0	275	0	0
Future Vol, veh/h	300	0	0	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	574	0	0	526	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	574
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	518
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	360	320	0	0	0
Future Vol, veh/h	0	360	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	689	612	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	612
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	492
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	492
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	982	705	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	353
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	-	-	0	0	643
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	643
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				516	0	0	0	1016	0	0	853	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				579	0		0	1898		0	1898	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.32	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					516			1016			853	
Approach Delay, s/veh					40.0			13.8			12.7	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		33.7		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		25.0		0.0		
Green Ext Time (g_e), s		0.0		2.2		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	516	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	579	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	713	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1016	0	0	0	853	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1898	0	0	0	1898	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1898	0	0	0	1898	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.8	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	847	0	515	0	847	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	847	0	634	0	847	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	353	745	745			0	1071	0	304	1065	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	523	820	820			0	1525		585	2023	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.43	0.00	0.07	0.57	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	32.9	45.8	45.8			0.0	24.7	0.0	17.6	13.5	0.0
Ln Grp LOS	C	D	D			A	C		B	B	A
Approach Vol, veh/h	1098						1071			1369	
Approach Delay, s/veh	41.6						24.7			14.4	
Approach LOS	D						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	13.2	46.8		34.2		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	6.3	0.0		26.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.4		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	353	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	511	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	585	0	0	523	0	0	0	0
V/C Ratio (X)	0.52	0.00	0.00	0.67	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	652	0	0	539	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	16.6	0.0	0.0	29.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	6.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1071	0	0	0	1065	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1525	0	0	0	2023	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	1525	0	0	0	2023	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	0.0	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	745	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	820	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	844	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	38	0	5	22	1201	120	0	1071	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1719	2439	538	1841	2381	661	1076	0	0	1321	0	0
Stage 1	1074	1074	-	1305	1305	-	-	-	-	-	-	-
Stage 2	645	1365	-	536	1076	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	31	488	47	34	405	644	-	-	519	-	-
Stage 1	235	294	-	169	228	-	-	-	-	-	-	-
Stage 2	427	214	-	496	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	30	488	45	33	405	644	-	-	519	-	-
Mov Cap-2 Maneuver	56	30	-	45	33	-	-	-	-	-	-	-
Stage 1	227	294	-	163	220	-	-	-	-	-	-	-
Stage 2	407	207	-	490	294	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	201.3	0.2	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	644	-	-	488	45	405	519	-	-
HCM Lane V/C Ratio	0.034	-	-	0.011	0.845	0.013	-	-	-
HCM Control Delay (s)	10.8	-	-	12.5	228.1	14	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	3.4	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	683	1267	0	683	1267	565	0	293	0	327	0	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.36	0.36	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.16	0.00	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	43.6	0.0	0.0	37.8	36.1	0.0	0.0	0.0	113.8	0.0	55.7
Ln Grp LOS	A	D	A	A	D	D	A	A	A	F	A	E
Approach Vol, veh/h		902			717			0			380	
Approach Delay, s/veh		41.0			37.4			0.0			105.5	
Approach LOS		D			D						F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		30.0	60.0	60.0		30.0
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.8		3.8
Max Q Clear (g_c+I1), s	0.0	32.2		0.0	5.0	19.6		25.5
Green Ext Time (g_e), s	0.0	13.7		0.0	0.1	9.0		0.0
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		3554		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	54	0	0	326
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Perm LT Sat Flow (s_l), veh/h/ln	650	0	0	0	734	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	23.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Time to First Blk (g_f), s	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	327
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	327
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	848	0	0	0	549	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	30.2	0.0	0.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	30.2	0.0	0.0	0.0	17.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1267	0	293	0	1267	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.43	0.00	0.00
Avail Cap (c_a), veh/h	0	1267	0	293	0	1267	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.8	0.0	0.0	0.0	36.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.6	0.0	0.0	0.0	37.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.8	0.0	0.0	0.0	7.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.3	0.0	0.0	0.0	7.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	168	0	54
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	565	0	248
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	565	0	248
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	34.7	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	36.1	0.0	55.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1027	103	65	636	54	38	11	65	38	11	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	559	2217	989	401	2106	179	214	24	140	97	32	53
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
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	5.2	9.2	6.7	6.2	7.7	7.7	36.0	0.0	38.3	39.5	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		1168			755			114			87	
Approach Delay, s/veh		8.9			7.6			37.6			39.5	
Approach LOS		A			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	10.4	60.0		15.1	9.5	61.0		15.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.6		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.1	15.1		5.8	2.6	9.4		8.5
Green Ext Time (g_e), s	0.1	24.7		0.3	0.1	16.4		0.2
Prob of Phs Call (p_c)	0.79	1.00		0.99	0.59	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1356	1781			365

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		235		3315		316

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1386		281		528

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	65	0	0	38	38	0	0	87
Grp Sat Flow (s), veh/h/ln	1781	0	0	1356	1781	0	0	1208
Q Serve Time (g_s), s	1.1	0.0	0.0	0.0	0.6	0.0	0.0	2.7
Cycle Q Clear Time (g_c), s	1.1	0.0	0.0	2.4	0.6	0.0	0.0	6.5
Perm LT Sat Flow (s_l), veh/h/ln	498	0	0	1356	753	0	0	1344
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1266	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	8.6	54.4	0.0	0.0	8.6
Perm LT Serve Time (g_u), s	40.3	0.0	0.0	2.1	46.9	0.0	0.0	4.9
Perm LT Q Serve Time (g_ps), s	2.0	0.0	0.0	0.0	0.4	0.0	0.0	2.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	401	0	0	214	559	0	0	182
V/C Ratio (X)	0.16	0.00	0.00	0.18	0.07	0.00	0.00	0.48
Avail Cap (c_a), veh/h	808	0	0	513	986	0	0	510
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.0	0.0	0.0	35.7	5.1	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.1	0.0	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.2	0.0	0.0	36.0	5.2	0.0	0.0	39.5
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.7	0.2	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.8	0.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.04	0.02	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1027	0	0	0	340	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	0.0	0.0	7.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2217	0	0	0	1129	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	2217	0	0	0	1129	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	0.0	0.0	7.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	103	0	76	0	350	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1621	0	1820	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	3.8	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	3.8	0.0	7.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.15	0.00	0.44
Lane Grp Cap (c), veh/h	0	989	0	164	0	1156	0	0
V/C Ratio (X)	0.00	0.10	0.00	0.46	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	989	0	521	0	1156	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	0.0	36.3	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	38.3	0.0	7.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.5	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.6	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.09	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	109	973	761	54	38	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1493	408
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	705	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	808	-	-	-	114	593
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	451	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	808	-	-	-	80	593
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	-	195	593
HCM Lane V/C Ratio	0.135	-	-	-	0.195	0.092
HCM Control Delay (s)	10.1	-	-	-	27.9	11.7
HCM Lane LOS	B	-	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.7	0.3

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	853	652	5	5	228

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1474	329
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	819	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	926	-	-	-	117	667
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	70	667
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SW
HCM Control Delay, s	3	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	926	-	-	-	628
HCM Lane V/C Ratio	0.211	-	-	-	0.372
HCM Control Delay (s)	9.9	1.4	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	815	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	408
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	-	-	0	0	593
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	728	92	337	701	120	54	11	179	43	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	477	1974	880	526	2170	968	256	14	229	120	73	179
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
Prop Arrive On Green	0.03	0.56	0.56	0.09	0.61	0.61	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	6.8	12.5	10.3	11.4	9.5	8.1	38.1	0.0	44.6	47.9	0.0	35.6
Ln Grp LOS	A	B	B	B	A	A	D	A	D	D	A	D
Approach Vol, veh/h		858			1158			244			81	
Approach Delay, s/veh		12.0			9.9			43.1			42.2	
Approach LOS		B			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	15.0	60.0		21.1	9.7	65.3		21.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.1		4.1	3.8	7.8		4.2
Max Q Clear (g_c+I1), s	10.0	13.0		13.0	2.7	11.2		16.4
Green Ext Time (g_e), s	0.0	15.9		0.6	0.0	15.0		0.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.64	1.00		0.89
Prob of Max Out (p_x)	1.00	0.00		0.02	0.06	0.00		0.06

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1370	1781			1193

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		93		3554		480

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1507		1585		1178

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	337	0	0	54	38	0	0	43
Grp Sat Flow (s), veh/h/ln	1781	0	0	1370	1781	0	0	1193
Q Serve Time (g_s), s	8.0	0.0	0.0	3.4	0.7	0.0	0.0	3.5
Cycle Q Clear Time (g_c), s	8.0	0.0	0.0	5.3	0.7	0.0	0.0	14.4
Perm LT Sat Flow (s_l), veh/h/ln	667	0	0	1370	666	0	0	1193
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	14.6	58.7	0.0	0.0	14.6
Perm LT Serve Time (g_u), s	42.4	0.0	0.0	12.7	49.5	0.0	0.0	3.7
Perm LT Q Serve Time (g_ps), s	11.2	0.0	0.0	3.4	0.6	0.0	0.0	3.5
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	526	0	0	256	477	0	0	120
V/C Ratio (X)	0.64	0.00	0.00	0.21	0.08	0.00	0.00	0.36
Avail Cap (c_a), veh/h	526	0	0	382	576	0	0	230
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.8	0.0	0.0	37.7	6.7	0.0	0.0	46.1
Incr Delay (d2), s/veh	2.6	0.0	0.0	0.4	0.1	0.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.4	0.0	0.0	38.1	6.8	0.0	0.0	47.9
1st-Term Q (Q1), veh/ln	2.4	0.0	0.0	1.1	0.2	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.7	0.0	0.0	1.2	0.2	0.0	0.0	1.1
%ile Storage Ratio (RQ%)	0.23	0.00	0.00	0.17	0.03	0.00	0.00	0.27
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	728	0	0	0	701	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.0	0.0	0.0	0.0	9.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.0	0.0	0.0	0.0	9.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	1974	0	0	0	2170	0	0
V/C Ratio (X)	0.00	0.37	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1974	0	0	0	2170	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.9	0.0	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.5	0.0	0.0	0.0	9.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	2.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.8	0.0	0.0	0.0	3.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	92	0	190	0	120	0	38
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1658
Q Serve Time (g_s), s	0.0	2.6	0.0	11.0	0.0	3.1	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	2.6	0.0	11.0	0.0	3.1	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	880	0	244	0	968	0	253
V/C Ratio (X)	0.00	0.10	0.00	0.78	0.00	0.12	0.00	0.15
Avail Cap (c_a), veh/h	0	880	0	391	0	968	0	405
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	10.1	0.0	39.2	0.0	7.9	0.0	35.4
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.4	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.3	0.0	44.6	0.0	8.1	0.0	35.6
1st-Term Q (Q1), veh/ln	0.0	0.8	0.0	4.2	0.0	0.9	0.0	0.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	4.6	0.0	0.9	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.20	0.00	0.10	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.2
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1000	739	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	370
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	-	-	0	0	627
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	627
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	54	304	82	65	16	158	739	54	22	772	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	400	55	309	105	86	21	398	1854	135	367	1830	52
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
Prop Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.05	0.55	0.55	0.02	0.52	0.52
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.5	0.0	108.9	91.3	0.0	90.0	19.5	23.3	23.3	19.4	26.9	26.8
Ln Grp LOS	E	A	F	F	A	F	B	C	C	B	C	C
Approach Vol, veh/h		521			163			951			816	
Approach Delay, s/veh		92.8			90.7			22.6			26.6	
Approach LOS		F			F			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	10.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.2	100.7	45.0	16.6	15.0	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	4.0	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	3.0	23.7	39.7	9.8	9.0	25.1		
Green Ext Time (g_e), s	0.0	7.6	0.0	0.3	0.0	7.9		
Prob of Phs Call (p_c)	0.65	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.03	0.00	1.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3358	245	1449		3529		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		245	1378	357		101		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	22	0	163	82	158	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	13.4	7.8	7.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	13.4	7.8	7.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	684	0	1781	1781	684	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	90.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	73.0	0.0	0.0	0.0	65.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	367	0	400	105	398	0	0	0
V/C Ratio (X)	0.06	0.00	0.41	0.78	0.40	0.00	0.00	0.00
Avail Cap (c_a), veh/h	427	0	400	275	398	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	19.4	0.0	56.8	79.6	18.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	11.7	0.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.4	0.0	57.5	91.3	19.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	6.0	3.6	2.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.3	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	6.1	3.9	2.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	1.48	0.90	0.49	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	391	0	0	0	389	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	21.7	0.0	0.0	0.0	23.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	0.0	0.0	0.0	23.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	981	0	0	0	921	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	981	0	0	0	921	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.1	0.0	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	0.0	0.0	0.0	26.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	0.0	0.0	9.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	10.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	402	358	81	0	405	0	0
Grp Sat Flow (s), veh/h/ln	0	1826	1622	1806	0	1852	0	0
Q Serve Time (g_s), s	0.0	21.7	37.7	7.6	0.0	23.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	37.7	7.6	0.0	23.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.85	0.20	0.00	0.05	0.00	0.00
Lane Grp Cap (c), veh/h	0	1008	364	107	0	961	0	0
V/C Ratio (X)	0.00	0.40	0.98	0.76	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1008	364	279	0	961	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.1	66.3	79.5	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	42.7	10.5	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	108.9	90.0	0.0	26.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	15.5	3.5	0.0	10.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	4.3	0.3	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	19.8	3.8	0.0	10.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.38	0.10	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	147	147	772	668	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1392	378	755	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	680	-	-	-	-	-
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	133	620	851	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	620	851	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	14.4	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	851	-	237	620	-	-
HCM Lane V/C Ratio	0.172	-	0.138	0.237	-	-
HCM Control Delay (s)	10.1	-	22.6	12.6	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	76	65	380	196	92	326	43	326	576	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	414	676	134	83	552	246	114	1358	178	391	1702	759
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
Prop Arrive On Green	0.12	0.23	0.23	0.05	0.16	0.16	0.06	0.43	0.43	0.11	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.0	53.4	53.6	86.5	62.8	69.8	82.7	28.2	28.3	70.6	25.1	26.5
Ln Grp LOS	E	D	D	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		804			641			461			1185	
Approach Delay, s/veh		60.7			67.3			39.1			37.9	
Approach LOS		E			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	23.7	72.5	24.7	30.9	16.2	80.0	13.5	42.0
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	16.0	0.0	17.0	20.1	9.7	0.0	7.5	19.5
Green Ext Time (g_e), s	1.1	0.0	1.2	3.5	0.2	0.0	0.1	2.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.98	1.00	0.94	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3160		3554		3554		2956

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		413		1585		1585		586

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	326	0	348	0	92	0	65	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	14.0	0.0	15.0	0.0	7.7	0.0	5.5	0.0
Cycle Q Clear Time (g_c), s	14.0	0.0	15.0	0.0	7.7	0.0	5.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	391	0	414	0	114	0	83	0
V/C Ratio (X)	0.83	0.00	0.84	0.00	0.81	0.00	0.79	0.00
Avail Cap (c_a), veh/h	991	0	991	0	276	0	158	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	65.9	0.0	65.4	0.0	70.1	0.0	71.6	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.7	0.0	12.6	0.0	14.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.6	0.0	70.0	0.0	82.7	0.0	86.5	0.0
1st-Term Q (Q1), veh/ln	6.0	0.0	6.6	0.0	3.4	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.3	0.0	6.8	0.0	3.8	0.0	2.8	0.0
%ile Storage Ratio (RQ%)	0.45	0.00	0.55	0.00	0.44	0.00	0.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	182	0	380	0	576	0	227
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	9.9	0.0	15.3	0.0	15.3	0.0	17.1
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	15.3	0.0	15.3	0.0	17.1
Lane Grp Cap (c), veh/h	0	764	0	552	0	1702	0	406
V/C Ratio (X)	0.00	0.24	0.00	0.69	0.00	0.34	0.00	0.56
Avail Cap (c_a), veh/h	0	764	0	1937	0	1702	0	1320
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.5	0.0	60.6	0.0	24.6	0.0	51.7
Incr Delay (d2), s/veh	0.0	0.7	0.0	2.2	0.0	0.5	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.2	0.0	62.8	0.0	25.1	0.0	53.4
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	6.8	0.0	6.2	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	7.0	0.0	6.3	0.0	7.8
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	196	0	283	0	229
Grp Sat Flow (s), veh/h/ln	0	1796	0	1585	0	1585	0	1765
Q Serve Time (g_s), s	0.0	10.1	0.0	18.1	0.0	17.2	0.0	17.5
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	18.1	0.0	17.2	0.0	17.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	772	0	246	0	759	0	404
V/C Ratio (X)	0.00	0.24	0.00	0.80	0.00	0.37	0.00	0.57
Avail Cap (c_a), veh/h	0	772	0	864	0	759	0	1311
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.5	0.0	61.8	0.0	25.1	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.7	0.0	8.0	0.0	1.4	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.3	0.0	69.8	0.0	26.5	0.0	53.6
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	7.3	0.0	6.5	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	7.8	0.0	6.8	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.44	0.00	0.28	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	9.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	310	174	33	54	353

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	979	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	277	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	218	851
Mov Cap-2 Maneuver	-	-	-	-	218	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	613
HCM Lane V/C Ratio	0.175	-	-	-	0.665
HCM Control Delay (s)	8.2	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	5

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	951	1158	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	579
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	-	-	0	0	458
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	586	48	104	707	0	29	0	77	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	1030	84	136	1436	1217	198	0	112	0	133	0
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
Prop Arrive On Green	0.00	0.60	0.60	0.08	0.77	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	11.0	43.7	4.4	0.0	33.0	0.0	42.1	0.0	0.0	0.0
Ln Grp LOS	A	A	B	D	A	A	C	A	D	A	A	A
Approach Vol, veh/h		634			811			106			0	
Approach Delay, s/veh		11.0			9.4			39.6			0.0	
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	12.1	50.0		11.7	0.0	62.1		11.7
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	6.2	17.3		5.5	0.0	12.4		0.0
Green Ext Time (g_e), s	0.2	3.2		0.4	0.0	3.7		0.0
Prob of Phs Call (p_c)	0.88	1.00		0.89	0.00	1.00		0.00
Prob of Max Out (p_x)	0.09	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1706		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T	L (Prot)			

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	104	0	0	29	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1440	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	136	0	0	198	2	0	0	0
V/C Ratio (X)	0.76	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	325	0	0	740	325	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	33.5	0.0	0.0	32.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.7	0.0	0.0	33.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.68	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	707	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1436	0	133
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1436	0	848
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	634	0	77	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1114	0	112	0	1217	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1114	0	719	0	1217	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	33.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	8.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	42.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	1.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.50	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	538	47	272	761	777	21	55	239	685	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1065	475	287	1362	607	297	312	265	772	418	354
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
Prop Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.17	0.17	0.17	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	107.5	52.9	45.2	113.4	44.5	192.7	62.3	63.7	88.1	75.8	55.1	57.7
Ln Grp LOS	F	D	D	F	D	F	E	E	F	E	E	E
Approach Vol, veh/h		703			1810			315			839	
Approach Delay, s/veh		61.5			118.5			82.1			72.3	
Approach LOS		E			F			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	35.0	60.0	46.1	36.1	20.2	74.8		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	28.8	0.0	36.0	28.2	13.6	0.0		
Green Ext Time (g_e), s	0.0	0.0	3.6	1.4	0.2	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.18	0.00	1.00	0.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		3456	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3554	1870	1870		3554					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1585	1585	1585		1585					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment		L (Prot)		L	L	L (Prot)						

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	272	0	685	21	118	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	287	0	772	297	138	0	0	0
V/C Ratio (X)	0.95	0.00	0.89	0.07	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	287	0	946	488	186	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	73.6	0.0	66.6	62.2	80.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	39.8	0.0	9.2	0.1	26.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	113.4	0.0	75.8	62.3	107.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.3	0.0	15.1	0.8	5.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	1.0	0.0	1.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	15.4	0.0	16.1	0.8	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.37	0.00	1.36	0.32	1.63	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	538	51	55	0	761	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1065	418	312	0	1362	0	0
V/C Ratio (X)	0.00	0.51	0.12	0.18	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1065	512	512	0	1362	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	51.2	54.9	63.3	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.2	0.3	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.9	55.1	63.7	0.0	44.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.3	1.9	2.2	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.05	0.07	0.00	0.49	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	47	103	239	0	777	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	475	354	265	0	607	0	0
V/C Ratio (X)	0.00	0.10	0.29	0.90	0.00	1.28	0.00	0.00
Avail Cap (c_a), veh/h	0	475	434	434	0	607	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	44.8	57.1	72.4	0.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	15.7	0.0	138.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.2	57.7	88.1	0.0	192.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	3.9	10.7	0.0	26.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	1.2	0.0	23.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	3.9	11.9	0.0	50.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.80	0.39	0.00	7.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	640	0	0	550
Future Vol, veh/h	0	0	640	0	0	550
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	696	0	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	348	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	648	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	0	0	527	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	0	0	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	598
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	502
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	610	530	0	0	0
Future Vol, veh/h	0	610	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	663	576	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	576
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	516
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	516
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	850	649	0	0	0
Future Vol, veh/h	0	850	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1460	1115	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	558
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	-	-	0	0	473
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	473
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				547	0	0	0	1260	0	0	1067	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				610	0		0	1843		0	1843	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.34	0.00	0.00	0.00	0.52	0.00	0.00	0.52	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				39.7	0.0	0.0	0.0	15.5	0.0	0.0	15.4	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					547			1260			1067	
Approach Delay, s/veh					39.7			15.5			15.4	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		49.4		35.6		49.4		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		26.8		0.0		
Green Ext Time (g_e), s		0.0		2.4		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	547	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.1	0.0	0.0	0.0	44.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	610	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1260	0	0	0	1067	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.5	0.0	0.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	0.0	0.0	17.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1843	0	0	0	1843	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	1843	0	0	0	1843	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.3	0.0	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	0.0	0.0	15.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	0.0	0.0	6.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	822	0	543	0	822	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	822	0	662	0	822	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	558	789	789			0	1135	0	481	1129	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	512	802	802			0	1622		490	2262	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.46	0.00	0.28	1.00	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	126.7	87.7	87.7			0.0	38.4	0.0	89.2	0.5	0.0
Ln Grp LOS	F	F	F			A	D		F	A	A
Approach Vol, veh/h	1347						1135			1610	
Approach Delay, s/veh	103.9						38.4			27.0	
Approach LOS	F						D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	30.6	84.0		55.4		114.6		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	24.1	* 78		48.9		* 1.1E2		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	25.5	0.0		50.9		0.0		
Green Ext Time (g_e), s	0.0	0.0		0.0		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Prot)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	481	0	0	558	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	23.5	0.0	0.0	48.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.5	0.0	0.0	48.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	77.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	490	0	0	512	0	0	0	0
V/C Ratio (X)	0.98	0.00	0.00	1.09	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	490	0	0	512	0	0	0	0
Upstream Filter (I)	0.66	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	60.7	0.0	0.0	60.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	28.5	0.0	0.0	66.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	89.2	0.0	0.0	126.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.9	0.0	0.0	21.9	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.9	0.0	0.0	9.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.8	0.0	0.0	31.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.10	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1135	0	0	0	1129	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1622	0	0	0	2262	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	1622	0	0	0	2262	0	0
Upstream Filter (I)	0.00	0.60	0.00	0.00	0.00	0.66	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.4	0.0	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.3	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.70	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	789	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	47.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	47.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	802	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.98	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	802	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	60.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	27.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	87.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	3.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	19.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.19	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.5
HCM 6th LOS	E

Notes

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

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

Intersection	
Int Delay, s/veh	31.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	60	0	9	34	1549	189	0	1413	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2261	3224	711	2419	3134	869	1422	0	0	1738	0	0
Stage 1	1418	1418	-	1712	1712	-	-	-	-	-	-	-
Stage 2	843	1806	-	707	1422	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	22	9	375	~ 17	11	295	475	-	-	358	-	-
Stage 1	144	201	-	94	144	-	-	-	-	-	-	-
Stage 2	325	129	-	392	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	20	8	375	~ 16	10	295	475	-	-	358	-	-
Mov Cap-2 Maneuver	20	8	-	~ 16	10	-	-	-	-	-	-	-
Stage 1	134	201	-	87	134	-	-	-	-	-	-	-
Stage 2	293	120	-	383	200	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.8	$ 1511.6	0.3	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	475	-	-	375	16	295	358	-	-
HCM Lane V/C Ratio	0.072	-	-	0.023	3.757	0.029	-	-	-
HCM Control Delay (s)	13.2	-	-	14.8	$ 1725	17.6	0	-	-
HCM Lane LOS	B	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	8.2	0.1	0	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	86	1340	0	0	867	266	0	0	0	515	0	86
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	516	9999	0	67	9999	9999	0	586	0	624	0	497
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
Prop Arrive On Green	0.25	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.31	0.00	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.6	0.0	27.6
Ln Grp LOS	A	A	A	A	A	A	A	A	A	D	A	C
Approach Vol, veh/h		1426			1133			0			601	
Approach Delay, s/veh		0.0			0.0			0.0			39.6	
Approach LOS		A			A						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	879.1		41.0	34.3	844.7		41.0
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	49.5	49.5		47.5	49.5	49.5		47.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.8		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	7.9	2.0		32.7
Green Ext Time (g_e), s	0.0	36.9		0.0	0.2	18.1		1.8
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.93	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		3554		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	86	0	0	515
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	5.9	0.0	0.0	30.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	5.9	0.0	0.0	30.7
Perm LT Sat Flow (s_l), veh/h/ln	408	0	0	0	497	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	49.5	0.0	0.0	0.0	49.5	0.0	0.0	34.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.7
Time to First Blk (g_f), s	0.0	0.0	0.0	34.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	624
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.83
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	835
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	36.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	41.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.9
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	13.5
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.31
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	2	0	0
Grp Vol (v), veh/h	0	1340	0	0	0	867	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	27500	0	586	0	26391	0	0
V/C Ratio (X)	0.00	0.05	0.00	0.00	0.00	0.03	0.00	0.00
Avail Cap (c_a), veh/h	0	27500	0	808	0	26391	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.88	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	266	0	86
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	11771	0	497
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Avail Cap (c_a), veh/h	0	0	0	0	0	11771	0	684
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.88	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.6
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1623	163	103	1005	86	60	17	103	60	17	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	376	2222	991	225	2089	179	213	35	213	101	38	72
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
Prop Arrive On Green	0.04	0.63	0.63	0.04	0.63	0.63	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.0	15.2	8.8	16.8	12.3	12.2	43.0	0.0	44.1	49.7	0.0	0.0
Ln Grp LOS	A	B	A	B	B	B	D	A	D	D	A	A
Approach Vol, veh/h		1846			1194			180			137	
Approach Delay, s/veh		14.4			12.6			43.7			49.7	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.3	75.4		23.3	10.7	76.0		23.3
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	6.5	* 57		27.0	5.5	* 58		27.0
Max Allow Headway (MAH), s	3.8	8.7		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	4.2	36.7		9.5	3.3	19.7		16.6
Green Ext Time (g_e), s	0.0	19.1		0.5	0.0	25.7		0.3
Prob of Phs Call (p_c)	0.96	1.00		1.00	0.84	1.00		1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00		0.01

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1322	1781			355

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		230		3313		248

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1391		283		470

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	103	0	0	60	60	0	0	137
Grp Sat Flow (s), veh/h/ln	1781	0	0	1322	1781	0	0	1074
Q Serve Time (g_s), s	2.2	0.0	0.0	0.0	1.3	0.0	0.0	7.1
Cycle Q Clear Time (g_c), s	2.2	0.0	0.0	6.6	1.3	0.0	0.0	14.6
Perm LT Sat Flow (s_l), veh/h/ln	265	0	0	1322	517	0	0	1292
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	907	0	0	0	0
Perm LT Eff Green (g_p), s	68.8	0.0	0.0	16.8	69.4	0.0	0.0	16.8
Perm LT Serve Time (g_u), s	34.1	0.0	0.0	2.3	51.6	0.0	0.0	9.4
Perm LT Q Serve Time (g_ps), s	22.0	0.0	0.0	0.0	2.3	0.0	0.0	7.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.5
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	225	0	0	213	376	0	0	211
V/C Ratio (X)	0.46	0.00	0.00	0.28	0.16	0.00	0.00	0.65
Avail Cap (c_a), veh/h	253	0	0	335	397	0	0	346
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.46	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.3	0.0	0.0	42.2	7.9	0.0	0.0	46.4
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.7	0.1	0.0	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.8	0.0	0.0	43.0	8.0	0.0	0.0	49.7
1st-Term Q (Q1), veh/ln	0.9	0.0	0.0	1.5	0.4	0.0	0.0	3.7
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.0	0.0	0.0	1.5	0.4	0.0	0.0	3.9
%ile Storage Ratio (RQ%)	0.11	0.00	0.00	0.09	0.04	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1623	0	0	0	539	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	34.7	0.0	0.0	0.0	17.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	34.7	0.0	0.0	0.0	17.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	2222	0	0	0	1120	0	0
V/C Ratio (X)	0.00	0.73	0.00	0.00	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	2222	0	0	0	1120	0	0
Upstream Filter (I)	0.00	0.46	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.2	0.0	0.0	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	1.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.2	0.0	0.0	0.0	12.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.5	0.0	0.0	0.0	5.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.8	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	163	0	120	0	552	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1620	0	1819	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	7.5	0.0	17.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	7.5	0.0	17.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.16	0.00	0.44
Lane Grp Cap (c), veh/h	0	991	0	248	0	1147	0	0
V/C Ratio (X)	0.00	0.16	0.00	0.48	0.00	0.48	0.00	0.00
Avail Cap (c_a), veh/h	0	991	0	398	0	1147	0	0
Upstream Filter (I)	0.00	0.46	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.6	0.0	42.6	0.0	10.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.5	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.8	0.0	44.1	0.0	12.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.4	0.0	3.0	0.0	5.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.5	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.4	0.0	3.1	0.0	6.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.18	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	172	1537	1202	86	60	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1288	0	-	0	2358	644
Stage 1	-	-	-	-	1245	-
Stage 2	-	-	-	-	1113	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	534	-	-	-	~ 30	416
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	534	-	-	-	0	416
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	276	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	534	-	-	-	-	416
HCM Lane V/C Ratio	0.322	-	-	-	-	0.206
HCM Control Delay (s)	14.9	-	-	-	-	15.9
HCM Lane LOS	B	-	-	-	-	C
HCM 95th %tile Q(veh)	1.4	-	-	-	-	0.8

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

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	309	1348	1030	9	9	361

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1039	0	-	0	2327	520
Stage 1	-	-	-	-	1035	-
Stage 2	-	-	-	-	1292	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	665	-	-	-	31	501
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	221	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	665	-	-	-	0	501
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	221	-

Approach	EB	WB	SW
HCM Control Delay, s	7	0	29.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	665	-	-	-	501
HCM Lane V/C Ratio	0.465	-	-	-	0.737
HCM Control Delay (s)	15	5.2	-	-	29.7
HCM Lane LOS	C	A	-	-	D
HCM 95th %tile Q(veh)	2.5	-	-	-	6.1

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	900	750	0	0	0
Future Vol, veh/h	0	900	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1546	1288	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	644
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	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1151	146	532	1108	189	86	17	283	69	17	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	328	1352	603	564	2093	934	239	14	226	80	70	178
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
Prop Arrive On Green	0.04	0.38	0.38	0.25	0.59	0.59	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.4	32.5	20.0	46.8	12.0	9.1	38.3	0.0	180.8	102.4	0.0	34.2
Ln Grp LOS	A	C	B	D	B	A	D	A	F	F	A	C
Approach Vol, veh/h		1357			1829			386			129	
Approach Delay, s/veh		30.0			21.8			149.0			70.7	
Approach LOS		C			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	29.2	40.8		20.0	10.4	59.6		20.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.7	* 33		13.5	5.1	* 52		13.5
Max Allow Headway (MAH), s	3.8	8.1		4.1	3.8	7.8		4.4
Max Q Clear (g_c+I1), s	22.4	28.7		15.5	3.2	18.8		15.5
Green Ext Time (g_e), s	0.3	4.0		0.0	0.0	22.2		0.0
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.78	1.00		0.96
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1343	1781			1079

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		91		3554		469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1508		1585		1187

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	532	0	0	86	60	0	0	69
Grp Sat Flow (s), veh/h/ln	1781	0	0	1343	1781	0	0	1079
Q Serve Time (g_s), s	20.4	0.0	0.0	5.4	1.2	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	20.4	0.0	0.0	8.3	1.2	0.0	0.0	13.5
Perm LT Sat Flow (s_l), veh/h/ln	425	0	0	1343	425	0	0	1079
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	34.2	0.0	0.0	13.5	53.0	0.0	0.0	13.5
Perm LT Serve Time (g_u), s	7.5	0.0	0.0	10.6	36.3	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	7.5	0.0	0.0	5.4	2.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	564	0	0	239	328	0	0	80
V/C Ratio (X)	0.94	0.00	0.00	0.36	0.18	0.00	0.00	0.86
Avail Cap (c_a), veh/h	585	0	0	239	352	0	0	80
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	23.2	0.0	0.0	37.4	8.1	0.0	0.0	45.0
Incr Delay (d2), s/veh	23.6	0.0	0.0	0.9	0.3	0.0	0.0	57.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	46.8	0.0	0.0	38.3	8.4	0.0	0.0	102.4
1st-Term Q (Q1), veh/ln	10.1	0.0	0.0	1.7	0.3	0.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	3.7	0.0	0.0	0.1	0.0	0.0	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	13.8	0.0	0.0	1.8	0.4	0.0	0.0	2.8
%ile Storage Ratio (RQ%)	1.17	0.00	0.00	0.26	0.04	0.00	0.00	0.71
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1151	0	0	0	1108	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	26.7	0.0	0.0	0.0	16.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.7	0.0	0.0	0.0	16.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1352	0	0	0	2093	0	0
V/C Ratio (X)	0.00	0.85	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	1352	0	0	0	2093	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.5	0.0	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.9	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.5	0.0	0.0	0.0	12.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	0.0	0.0	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.3	0.0	0.0	0.0	5.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	146	0	300	0	189	0	60
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1657
Q Serve Time (g_s), s	0.0	5.7	0.0	13.5	0.0	5.0	0.0	2.9
Cycle Q Clear Time (g_c), s	0.0	5.7	0.0	13.5	0.0	5.0	0.0	2.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.72
Lane Grp Cap (c), veh/h	0	603	0	240	0	934	0	248
V/C Ratio (X)	0.00	0.24	0.00	1.25	0.00	0.20	0.00	0.24
Avail Cap (c_a), veh/h	0	603	0	240	0	934	0	248
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	19.0	0.0	38.3	0.0	8.6	0.0	33.7
Incr Delay (d2), s/veh	0.0	1.0	0.0	142.5	0.0	0.5	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	180.8	0.0	9.1	0.0	34.2
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	5.1	0.0	1.4	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	9.5	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	14.6	0.0	1.5	0.0	1.2
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.63	0.00	0.16	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	15.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	39.8
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	880	680	0	0	0
Future Vol, veh/h	0	880	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1511	1168	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	584
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	-	-	0	0	455
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	455
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	258	86	481	129	103	26	249	1168	86	34	1219	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	484	73	409	155	350	88	271	1588	117	173	1418	40
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
Prop Arrive On Green	0.12	0.30	0.30	0.06	0.24	0.24	0.11	0.47	0.47	0.02	0.40	0.40
Unsig. Movement Delay												
Ln Grp Delay, s/veh	39.9	0.0	155.8	72.6	0.0	49.7	69.8	39.7	39.6	28.0	56.6	56.2
Ln Grp LOS	D	A	F	E	A	D	E	D	D	C	E	E
Approach Vol, veh/h		825			258			1503			1287	
Approach Delay, s/veh		119.6			61.2			44.7			55.7	
Approach LOS		F			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	9.9	81.7	23.0	45.4	21.4	70.2	14.4	54.0
Change Period (Y+Rc), s	6.0	6.0	4.5	6.5	4.5	6.0	4.5	6.5
Max Green (Gmax), s	5.0	74.6	18.5	38.9	20.5	60.6	9.9	47.5
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.5	3.9	5.9	3.9	4.1
Max Q Clear (g_c+I1), s	3.6	47.1	19.4	11.3	16.6	52.5	10.0	49.5
Green Ext Time (g_e), s	0.0	12.3	0.0	0.3	0.3	5.5	0.0	0.0
Prob of Phs Call (p_c)	0.78	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.97	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3356		1441		3531		246

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		247		364		98		1376

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	34	0	258	0	249	0	129	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.6	0.0	17.4	0.0	14.6	0.0	8.0	0.0
Cycle Q Clear Time (g_c), s	1.6	0.0	17.4	0.0	14.6	0.0	8.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	443	0	1261	0	443	0	844	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	75.7	0.0	38.9	0.0	64.2	0.0	47.5	0.0
Perm LT Serve Time (g_u), s	30.6	0.0	29.6	0.0	13.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.7	0.0	2.4	0.0	13.7	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	173	0	484	0	271	0	155	0
V/C Ratio (X)	0.20	0.00	0.53	0.00	0.92	0.00	0.83	0.00
Avail Cap (c_a), veh/h	185	0	484	0	311	0	155	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	27.5	0.0	38.8	0.0	40.8	0.0	42.5	0.0
Incr Delay (d2), s/veh	0.5	0.0	1.1	0.0	29.0	0.0	30.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	28.0	0.0	39.9	0.0	69.8	0.0	72.6	0.0
1st-Term Q (Q1), veh/ln	0.7	0.0	7.6	0.0	6.2	0.0	3.5	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.2	0.0	2.2	0.0	1.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	7.7	0.0	8.4	0.0	4.8	0.0
%ile Storage Ratio (RQ%)	0.14	0.00	1.87	0.00	1.42	0.00	1.11	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	618	0	0	0	613	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	44.9	0.0	0.0	0.0	50.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	44.9	0.0	0.0	0.0	50.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	841	0	0	0	713	0	0
V/C Ratio (X)	0.00	0.73	0.00	0.00	0.00	0.86	0.00	0.00
Avail Cap (c_a), veh/h	0	841	0	0	0	713	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	34.0	0.0	0.0	0.0	43.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.7	0.0	0.0	0.0	12.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.7	0.0	0.0	0.0	56.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	18.8	0.0	0.0	0.0	22.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	2.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	20.1	0.0	0.0	0.0	24.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.00	0.00	0.46	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	636	0	129	0	640	0	567
Grp Sat Flow (s), veh/h/ln	0	1826	0	1805	0	1853	0	1623
Q Serve Time (g_s), s	0.0	45.1	0.0	9.3	0.0	50.5	0.0	47.5
Cycle Q Clear Time (g_c), s	0.0	45.1	0.0	9.3	0.0	50.5	0.0	47.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.14	0.00	0.20	0.00	0.05	0.00	0.85
Lane Grp Cap (c), veh/h	0	864	0	439	0	744	0	482
V/C Ratio (X)	0.00	0.74	0.00	0.29	0.00	0.86	0.00	1.18
Avail Cap (c_a), veh/h	0	864	0	439	0	744	0	482
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	34.1	0.0	49.4	0.0	43.8	0.0	56.3
Incr Delay (d2), s/veh	0.0	5.6	0.0	0.4	0.0	12.4	0.0	99.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.6	0.0	49.7	0.0	56.2	0.0	155.8
1st-Term Q (Q1), veh/ln	0.0	19.4	0.0	4.2	0.0	23.0	0.0	19.1
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	2.6	0.0	13.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	20.7	0.0	4.3	0.0	25.5	0.0	32.4
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.12	0.00	0.48	0.00	0.63
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	21.3
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3

Intersection Summary	
HCM 6th Ctrl Delay	65.4
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	4.1

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	52	232	232	1219	1056	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2199	597	1193	0	-	0
Stage 1	1125	-	-	-	-	-
Stage 2	1074	-	-	-	-	-
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	~ 38	446	581	-	-	-
Stage 1	272	-	-	-	-	-
Stage 2	289	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 23	446	581	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	163	-	-	-	-	-
Stage 2	289	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	30.1	2.4	0
HCM LOS	D		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	581	-	105	446	-	-
HCM Lane V/C Ratio	0.399	-	0.491	0.52	-	-
HCM Control Delay (s)	15.2	-	68.6	21.5	-	-
HCM Lane LOS	C	-	F	C	-	-
HCM 95th %tile Q(veh)	1.9	-	2.2	2.9	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	550	601	120	103	601	309	146	515	69	515	910	447
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	564	953	190	124	814	363	158	885	118	533	1231	549
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
Prop Arrive On Green	0.16	0.32	0.32	0.07	0.23	0.23	0.09	0.28	0.28	0.15	0.35	0.35
Unsig. Movement Delay												
Ln Grp Delay, s/veh	98.3	48.2	48.3	89.0	59.6	71.4	121.9	54.3	54.4	97.5	49.9	60.1
Ln Grp LOS	F	D	D	F	E	E	F	D	D	F	D	E
Approach Vol, veh/h		1271			1013			730			1872	
Approach Delay, s/veh		69.9			66.2			67.9			65.4	
Approach LOS		E			E			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	31.2	52.2	32.6	44.0	20.7	62.7	17.6	58.9
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	24.7	33.6	26.1	48.0	14.2	44.1	17.5	56.6
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	25.7	0.0	27.3	31.9	15.0	0.0	11.1	29.8
Green Ext Time (g_e), s	0.0	0.0	0.0	4.8	0.0	0.0	0.1	4.2
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.15	1.00	0.00	0.08	0.01

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3151		3554		3554		2953

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		421		1585		1585		588

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	515	0	550	0	146	0	103	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	23.7	0.0	25.3	0.0	13.0	0.0	9.1	0.0
Cycle Q Clear Time (g_c), s	23.7	0.0	25.3	0.0	13.0	0.0	9.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	533	0	564	0	158	0	124	0
V/C Ratio (X)	0.97	0.00	0.98	0.00	0.92	0.00	0.83	0.00
Avail Cap (c_a), veh/h	533	0	564	0	158	0	195	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	67.2	0.0	66.6	0.0	72.4	0.0	73.5	0.0
Incr Delay (d2), s/veh	30.2	0.0	31.7	0.0	49.6	0.0	15.5	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	97.5	0.0	98.3	0.0	121.9	0.0	89.0	0.0
1st-Term Q (Q1), veh/ln	10.1	0.0	11.1	0.0	5.8	0.0	4.1	0.0
2nd-Term Q (Q2), veh/ln	2.2	0.0	2.5	0.0	2.2	0.0	0.5	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	12.4	0.0	13.6	0.0	8.0	0.0	4.7	0.0
%ile Storage Ratio (RQ%)	0.90	0.00	1.10	0.00	0.92	0.00	0.72	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	290	0	601	0	910	0	361
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	22.4	0.0	25.1	0.0	36.0	0.0	27.6
Cycle Q Clear Time (g_c), s	0.0	22.4	0.0	25.1	0.0	36.0	0.0	27.6
Lane Grp Cap (c), veh/h	0	499	0	814	0	1231	0	573
V/C Ratio (X)	0.00	0.58	0.00	0.74	0.00	0.74	0.00	0.63
Avail Cap (c_a), veh/h	0	499	0	1066	0	1231	0	629
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	49.4	0.0	57.2	0.0	45.9	0.0	46.1
Incr Delay (d2), s/veh	0.0	4.9	0.0	2.4	0.0	4.0	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.3	0.0	59.6	0.0	49.9	0.0	48.2
1st-Term Q (Q1), veh/ln	0.0	9.7	0.0	11.1	0.0	15.3	0.0	12.2
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.7	0.0	0.3

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.3	0.0	11.4	0.0	16.0	0.0	12.6
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.14	0.00	0.24	0.00	0.62
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	294	0	309	0	447	0	360
Grp Sat Flow (s), veh/h/ln	0	1795	0	1585	0	1585	0	1764
Q Serve Time (g_s), s	0.0	22.6	0.0	29.9	0.0	41.1	0.0	27.8
Cycle Q Clear Time (g_c), s	0.0	22.6	0.0	29.9	0.0	41.1	0.0	27.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	504	0	363	0	549	0	569
V/C Ratio (X)	0.00	0.58	0.00	0.85	0.00	0.81	0.00	0.63
Avail Cap (c_a), veh/h	0	504	0	476	0	549	0	624
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	49.5	0.0	59.1	0.0	47.6	0.0	46.1
Incr Delay (d2), s/veh	0.0	4.9	0.0	12.3	0.0	12.5	0.0	2.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	54.4	0.0	71.4	0.0	60.1	0.0	48.3
1st-Term Q (Q1), veh/ln	0.0	9.8	0.0	12.0	0.0	16.1	0.0	12.2
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	1.2	0.0	1.9	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.5	0.0	13.2	0.0	18.0	0.0	12.6
%ile Storage Ratio (RQ%)	0.00	0.23	0.00	0.74	0.00	0.76	0.00	0.62
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Intersection	
Int Delay, s/veh	305.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	421	545	306	57	96	622

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	363	0	-	0	1722	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	1387	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1196	-	-	-	98	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	232	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	~ 49	707
Mov Cap-2 Maneuver	-	-	-	-	~ 49	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	232	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	$ 866.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	253
HCM Lane V/C Ratio	0.352	-	-	-	2.836
HCM Control Delay (s)	9.6	0	-	-	$ 866.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	62.4

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1503	1829	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	915
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	-	-	0	0	275
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	275
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	621	51	111	749	0	31	0	82	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	546	1136	93	526	1471	1246	189	0	117	0	138	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.04	0.79	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	9.2	5.8	4.3	0.0	37.8	0.0	47.3	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		672			860			113			0	
Approach Delay, s/veh		9.2			4.5			44.7			0.0	
Approach LOS		A			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	10.2	62.0		12.8	0.0	72.2		12.8
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.1	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.6	18.3		6.3	0.0	14.1		0.0
Green Ext Time (g_e), s	0.0	2.6		0.4	0.0	3.4		0.0
Prob of Phs Call (p_c)	0.93	1.00		0.93	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1705		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	111	0	0	31	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	766	0	0	1440	713	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.6	0.0	0.0	6.3	66.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	40.4	0.0	0.0	6.3	54.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	526	0	0	189	546	0	0	0
V/C Ratio (X)	0.21	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	534	0	0	635	627	0	0	0
Upstream Filter (I)	0.84	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	5.6	0.0	0.0	37.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.8	0.0	0.0	37.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	749	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1471	0	138
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1471	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	672	0	82	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	16.3	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	4.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1229	0	117	0	1246	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.70	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1229	0	615	0	1246	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.4	0.0	38.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	47.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	1.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	570	50	288	807	824	22	59	253	726	54	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	179	1251	558	421	1418	633	314	330	280	798	432	366
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.70	0.70	0.09	0.40	0.40	0.18	0.18	0.18	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.8	19.0	16.8	39.1	40.9	195.6	58.5	59.8	85.1	76.6	51.9	54.5
Ln Grp LOS	D	B	B	D	D	F	E	E	F	E	D	D
Approach Vol, veh/h		746			1919			334			889	
Approach Delay, s/veh		23.6			107.0			78.9			72.4	
Approach LOS		C			F			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	21.0	66.7	45.7	36.5	13.0	74.7		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	14.5	39.1	43.0	47.0	6.5	47.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	16.5	0.0	36.8	28.6	8.5	0.0		
Green Ext Time (g_e), s	0.0	0.0	2.5	1.4	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.71	0.00	1.00	0.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		3456	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3554	1870	1870		3554					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1585	1585	1585		1585					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment	L (Pr/Pm)			L	LL (Pr/Pm)							

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	288	0	726	22	126	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	14.5	0.0	34.8	1.8	6.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.5	0.0	34.8	1.8	6.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	804	0	1728	1781	308	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	59.8	0.0	0.0	0.0	67.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	48.0	0.0	0.0	0.0	37.8	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	18.1	0.0	0.0	0.0	28.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	421	0	798	314	179	0	0	0
V/C Ratio (X)	0.68	0.00	0.91	0.07	0.70	0.00	0.00	0.00
Avail Cap (c_a), veh/h	421	0	874	492	179	0	0	0
Upstream Filter (I)	0.72	0.00	1.00	1.00	0.82	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.4	0.0	63.7	58.4	36.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	12.9	0.1	10.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.1	0.0	76.6	58.5	46.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	15.4	0.8	3.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	1.4	0.0	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	16.8	0.8	3.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.47	0.00	1.42	0.32	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	570	54	59	0	807	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.9	3.9	4.6	0.0	30.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.9	3.9	4.6	0.0	30.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1251	432	330	0	1418	0	0
V/C Ratio (X)	0.00	0.46	0.13	0.18	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	1251	473	517	0	1418	0	0
Upstream Filter (I)	0.00	0.82	1.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.1	51.8	59.5	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.2	0.3	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	51.9	59.8	0.0	40.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.1	1.9	2.2	0.0	13.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.05	0.07	0.00	0.49	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	50	109	253	0	824	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	1.7	9.7	26.6	0.0	67.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.7	9.7	26.6	0.0	67.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	558	366	280	0	633	0	0
V/C Ratio (X)	0.00	0.09	0.30	0.90	0.00	1.30	0.00	0.00
Avail Cap (c_a), veh/h	0	558	401	438	0	633	0	0
Upstream Filter (I)	0.00	0.82	1.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	54.0	68.6	0.0	51.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	16.5	0.0	144.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	54.5	85.1	0.0	195.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	3.9	10.8	0.0	26.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	1.3	0.0	25.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.7	4.0	12.1	0.0	52.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.81	0.40	0.00	8.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	47.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	610	0	0	520
Future Vol, veh/h	0	0	610	0	0	520
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	1167	0	0	995

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	584	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	455	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	455	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	966	0	0	928	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	966
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	309
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	550	0	0	500	0	0
Future Vol, veh/h	550	0	0	500	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1052	0	0	957	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1052
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	275
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	275
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	600	510	0	0	0
Future Vol, veh/h	0	600	510	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1148	976	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	976
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	304
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	304
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	565	788	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	788
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	391
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	391
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				288	0	0	0	538	0	0	663	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				363	0		0	2238		0	2238	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.20	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				33.4	0.0	0.0	0.0	6.0	0.0	0.0	6.3	0.0
Ln Grp LOS				C	A		A	A		A	A	
Approach Vol, veh/h					288			538			663	
Approach Delay, s/veh					33.4			6.0			6.3	
Approach LOS					C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		21.0		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		12.9		0.0		
Green Ext Time (g_e), s		0.0		1.6		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	288	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	363	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	841	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	538	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2238	0	0	0	2238	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	2238	0	0	0	2238	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.7	0.0	0.0	0.0	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	0.0	0.0	6.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	998	0	323	0	998	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	998	0	748	0	998	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	158	391	391			0	929	0	212	739	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	343	537	537			0	1819		779	2313	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.19	0.19			0.00	0.51	0.00	0.06	0.65	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	30.8	33.9	33.9			0.0	14.3	0.0	9.4	6.7	0.0
Ln Grp LOS	C	C	C			A	B		A	A	A
Approach Vol, veh/h	549						929			951	
Approach Delay, s/veh	33.0						14.3			7.3	
Approach LOS	C						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	11.5	48.5		22.3		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	4.2	0.0		12.8		0.0		
Green Ext Time (g_e), s	0.4	0.0		3.0		0.0		
Prob of Phs Call (p_c)	0.99	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		0.07		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	212	0	0	158	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	584	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	779	0	0	343	0	0	0	0
V/C Ratio (X)	0.27	0.00	0.00	0.46	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	928	0	0	617	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.1	0.0	0.0	29.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	0.0	30.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	2.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	2.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	929	0	0	0	739	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1819	0	0	0	2313	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1819	0	0	0	2313	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	6.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	391	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	537	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	966	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

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

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	65	0	11	5	761	76	0	1005	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1855	505	1312	1819	419	1010	0	0	837	0	0
Stage 1	1008	1008	-	809	809	-	-	-	-	-	-	-
Stage 2	391	847	-	503	1010	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	73	512	116	77	583	682	-	-	793	-	-
Stage 1	258	316	-	340	392	-	-	-	-	-	-	-
Stage 2	605	376	-	519	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	72	512	114	76	583	682	-	-	793	-	-
Mov Cap-2 Maneuver	98	72	-	114	76	-	-	-	-	-	-	-
Stage 1	256	316	-	338	389	-	-	-	-	-	-	-
Stage 2	589	373	-	513	316	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.1	63.5	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	682	-	-	512	114	583	793	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.572	0.019	-	-	-
HCM Control Delay (s)	10.3	-	-	12.1	72.2	11.3	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.8	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	429	0	0	663	375	0	0	0	158	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	726	709	0	726	709	601	0	194	0	236	0	165
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
Prop Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.10	0.00	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	39.1	0.0	0.0	63.4	40.5	0.0	0.0	0.0	65.5	0.0	58.8
Ln Grp LOS	A	D	A	A	E	D	A	A	A	E	A	E
Approach Vol, veh/h		467			1038			0			196	
Approach Delay, s/veh		35.9			55.1			0.0			64.2	
Approach LOS		D			E						E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		21.2	60.0	60.0		21.2
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.8		3.8
Max Q Clear (g_c+I1), s	0.0	28.1		0.0	4.1	50.1		14.3
Green Ext Time (g_e), s	0.0	8.0		0.0	0.1	2.2		0.4
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	38	0	0	158
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Perm LT Sat Flow (s_l), veh/h/ln	959	0	0	0	544	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	14.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Time to First Blk (g_f), s	0.0	0.0	0.0	14.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	236
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	348
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	429	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	26.1	0.0	0.0	0.0	48.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.1	0.0	0.0	0.0	48.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	709	0	194	0	709	0	0
V/C Ratio (X)	0.00	0.61	0.00	0.00	0.00	0.94	0.00	0.00
Avail Cap (c_a), veh/h	0	709	0	311	0	709	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.3	0.0	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.0	0.0	21.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.1	0.0	0.0	0.0	63.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	0.0	0.0	20.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	4.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.2	0.0	0.0	0.0	25.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	375	0	38
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	601	0	165
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	0	0	601	0	264
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	35.7	0.0	58.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	40.5	0.0	58.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	10.8	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	495	76	92	913	38	65	27	27	54	27	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	1130	957	560	1143	48	217	106	106	110	48	82
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
Prop Arrive On Green	0.01	0.60	0.60	0.05	0.64	0.64	0.12	0.12	0.12	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.8	10.7	7.4	6.7	0.0	17.3	37.0	0.0	35.7	40.3	0.0	0.0
Ln Grp LOS	B	B	A	A	A	B	D	A	D	D	A	A
Approach Vol, veh/h		582			1043			119			146	
Approach Delay, s/veh		10.3			16.4			36.4			40.3	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.0	60.0		17.4	7.7	63.3		17.4
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.3		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.7	14.6		7.2	2.2	35.3		10.6
Green Ext Time (g_e), s	0.2	10.9		0.3	0.0	14.5		0.4
Prob of Phs Call (p_c)	0.90	1.00		1.00	0.24	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1304	1781			436

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		858		1783		386

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		74		659

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	65	11	0	0	146
Grp Sat Flow (s), veh/h/ln	1781	0	0	1304	1781	0	0	1481
Q Serve Time (g_s), s	1.7	0.0	0.0	0.0	0.2	0.0	0.0	6.0
Cycle Q Clear Time (g_c), s	1.7	0.0	0.0	5.2	0.2	0.0	0.0	8.6
Perm LT Sat Flow (s_l), veh/h/ln	841	0	0	1304	590	0	0	1371
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1038	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	10.9	56.7	0.0	0.0	10.9
Perm LT Serve Time (g_u), s	40.8	0.0	0.0	2.4	23.4	0.0	0.0	8.4
Perm LT Q Serve Time (g_ps), s	1.5	0.0	0.0	0.0	0.6	0.0	0.0	6.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	560	0	0	217	261	0	0	239
V/C Ratio (X)	0.16	0.00	0.00	0.30	0.04	0.00	0.00	0.61
Avail Cap (c_a), veh/h	943	0	0	461	711	0	0	526
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.6	0.0	0.0	36.2	11.7	0.0	0.0	37.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.1	0.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.7	0.0	0.0	37.0	11.8	0.0	0.0	40.3
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	1.3	0.1	0.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	1.4	0.1	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.08	0.01	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	495	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1130	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1130	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	76	0	54	0	951	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1857	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	2.5	0.0	33.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	2.5	0.0	33.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.04	0.00	0.45
Lane Grp Cap (c), veh/h	0	957	0	212	0	1191	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.25	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	957	0	534	0	1191	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.3	0.0	35.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.0	5.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.4	0.0	35.7	0.0	17.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.1	0.0	9.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	1.1	0.0	11.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	38	495	870	11	33	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	881	0	-	0	1447	876
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	767	-	-	-	145	348
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	767	-	-	-	135	348
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	767	-	-	-	265	348
HCM Lane V/C Ratio	0.05	-	-	-	0.123	0.344
HCM Control Delay (s)	9.9	0	-	-	20.5	20.7
HCM Lane LOS	A	A	-	-	C	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	1.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	516	652	5	5	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1323	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	668	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	172	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	152	466
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SW
HCM Control Delay, s	1.2	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	456
HCM Lane V/C Ratio	0.082	-	-	-	0.322
HCM Control Delay (s)	9.2	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	940	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	470
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	-	-	0	0	540
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	516	38	92	489	33	92	11	261	11	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	489	1038	880	953	1103	934	329	12	296	105	166	166
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
Prop Arrive On Green	0.01	0.56	0.56	0.05	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.7	14.8	9.8	9.3	12.3	8.3	34.8	0.0	55.0	46.4	0.0	31.8
Ln Grp LOS	A	B	A	A	B	A	C	A	D	D	A	C
Approach Vol, veh/h		565			614			364			33	
Approach Delay, s/veh		14.4			11.6			49.9			36.6	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	11.1	60.0		25.1	7.8	63.3		25.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.5		4.1	3.8	8.5		4.2
Max Q Clear (g_c+I1), s	3.0	18.3		17.9	2.2	16.0		18.9
Green Ext Time (g_e), s	0.1	10.8		0.7	0.0	10.4		0.0
Prob of Phs Call (p_c)	0.91	1.00		1.00	0.25	1.00		0.59
Prob of Max Out (p_x)	0.14	0.00		0.50	0.01	0.00		0.58

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1390	1781			1107

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		64		1870		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1530		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	92	11	0	0	11
Grp Sat Flow (s), veh/h/ln	1728	0	0	1390	1781	0	0	1107
Q Serve Time (g_s), s	1.0	0.0	0.0	5.6	0.2	0.0	0.0	0.9
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	6.6	0.2	0.0	0.0	16.9
Perm LT Sat Flow (s_l), veh/h/ln	829	0	0	1390	880	0	0	1107
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	18.6	56.7	0.0	0.0	18.6
Perm LT Serve Time (g_u), s	37.1	0.0	0.0	17.6	42.7	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	1.0	0.0	0.0	5.6	0.2	0.0	0.0	0.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	953	0	0	329	489	0	0	105
V/C Ratio (X)	0.10	0.00	0.00	0.28	0.02	0.00	0.00	0.10
Avail Cap (c_a), veh/h	1095	0	0	400	623	0	0	162
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	9.3	0.0	0.0	34.4	8.7	0.0	0.0	45.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.3	0.0	0.0	34.8	8.7	0.0	0.0	46.4
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	1.8	0.1	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	1.9	0.1	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.27	0.01	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	516	0	0	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	16.3	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	0.0	0.0	14.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1038	0	0	0	1103	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	1038	0	0	0	1103	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.8	0.0	0.0	0.0	12.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	0.0	0.0	4.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.3	0.0	0.0	0.0	5.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	38	0	272	0	33	0	22
Grp Sat Flow (s), veh/h/ln	0	1585	0	1595	0	1585	0	1716
Q Serve Time (g_s), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	880	0	309	0	934	0	332
V/C Ratio (X)	0.00	0.04	0.00	0.88	0.00	0.04	0.00	0.07
Avail Cap (c_a), veh/h	0	880	0	390	0	934	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	37.7	0.0	8.3	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	17.3	0.0	0.1	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.8	0.0	55.0	0.0	8.3	0.0	31.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	6.0	0.0	0.2	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	7.5	0.0	0.3	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.33	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	870	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	870
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	350
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	33	71	33	22	22	120	701	49	27	511	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	206	61	132	69	33	33	610	2175	152	485	2164	114
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
Prop Arrive On Green	0.12	0.12	0.12	0.04	0.04	0.04	0.04	0.65	0.65	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.2	0.0	61.2	71.6	0.0	77.9	8.8	11.9	11.9	9.1	11.8	11.8
Ln Grp LOS	E	A	E	E	A	E	A	B	B	A	B	B
Approach Vol, veh/h		278			77			870			565	
Approach Delay, s/veh		66.8			75.2			11.5			11.7	
Approach LOS		E			E			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	10.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.3	97.2	22.9	11.9	11.4	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	4.0	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	2.8	15.2	15.5	5.6	5.4	11.1		
Green Ext Time (g_e), s	0.0	7.1	0.8	0.1	0.1	4.8		
Prob of Phs Call (p_c)	0.65	1.00	1.00	0.95	0.99	1.00		
Prob of Max Out (p_x)	0.03	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3369	529	858		3434		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		235	1137	858		181		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	27	0	174	33	120	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	712	0	1781	1781	867	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	89.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	78.0	0.0	0.0	0.0	79.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	0.0	1.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	485	0	206	69	610	0	0	0
V/C Ratio (X)	0.06	0.00	0.84	0.48	0.20	0.00	0.00	0.00
Avail Cap (c_a), veh/h	558	0	486	334	655	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.1	0.0	61.2	66.5	8.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	9.0	5.1	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.1	0.0	70.2	71.6	8.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	6.0	1.2	1.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	6.6	1.3	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	1.59	0.29	0.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	369	0	0	0	264	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	0.0	0.0	9.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1147	0	0	0	1120	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1147	0	0	0	1120	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	0.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.9	0.0	0.0	0.0	11.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.8	0.0	0.0	0.0	3.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.1	0.0	0.0	0.0	3.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	381	104	44	0	274	0	0
Grp Sat Flow (s), veh/h/ln	0	1828	1666	1716	0	1838	0	0
Q Serve Time (g_s), s	0.0	13.2	8.3	3.6	0.0	9.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.2	8.3	3.6	0.0	9.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.68	0.50	0.00	0.10	0.00	0.00
Lane Grp Cap (c), veh/h	0	1180	193	66	0	1158	0	0
V/C Ratio (X)	0.00	0.32	0.54	0.67	0.00	0.24	0.00	0.00
Avail Cap (c_a), veh/h	0	1180	454	322	0	1158	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	58.9	67.0	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	2.3	10.9	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.9	61.2	77.9	0.0	11.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	3.5	1.6	0.0	3.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.1	0.2	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.2	3.6	1.8	0.0	3.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.07	0.05	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Intersection	
Int Delay, s/veh	2.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	98	190	707	413	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1180	239	478	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	734	-	-	-	-	-
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	183	762	1081	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	436	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	151	762	1081	-	-	-
Mov Cap-2 Maneuver	282	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	436	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	12.7	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	1081	-	282	762	-	-
HCM Lane V/C Ratio	0.176	-	0.116	0.128	-	-
HCM Control Delay (s)	9	-	19.4	10.4	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.4	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	326	54	22	212	207	65	293	33	141	228	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	427	794	130	36	556	248	83	1541	172	195	1734	773
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
Prop Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.05	0.48	0.48	0.06	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.4	46.5	46.6	88.4	57.0	70.9	84.6	22.8	22.8	74.1	21.0	23.2
Ln Grp LOS	E	D	D	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		739			441			391			570	
Approach Delay, s/veh		57.2			65.1			33.1			34.9	
Approach LOS		E			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	14.9	78.5	24.9	30.6	13.5	80.0	9.5	46.0
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	8.0	0.0	17.1	20.9	7.4	0.0	3.8	15.3
Green Ext Time (g_e), s	0.5	0.0	1.3	2.4	0.1	0.0	0.0	2.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.93	1.00	0.60	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3223		3554		3554		3056

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		360		1585		1585		501

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	141	0	359	0	65	0	22	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	195	0	427	0	83	0	36	0
V/C Ratio (X)	0.72	0.00	0.84	0.00	0.78	0.00	0.62	0.00
Avail Cap (c_a), veh/h	1009	0	1009	0	281	0	161	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	69.1	0.0	63.9	0.0	70.2	0.0	72.4	0.0
Incr Delay (d2), s/veh	5.0	0.0	4.5	0.0	14.4	0.0	16.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.1	0.0	68.4	0.0	84.6	0.0	88.4	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	6.6	0.0	2.4	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.3	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.7	0.0	6.9	0.0	2.7	0.0	1.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.56	0.00	0.31	0.00	0.15	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	160	0	212	0	228	0	188
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	7.7	0.0	8.0	0.0	5.2	0.0	13.1
Cycle Q Clear Time (g_c), s	0.0	7.7	0.0	8.0	0.0	5.2	0.0	13.1
Lane Grp Cap (c), veh/h	0	850	0	556	0	1734	0	462
V/C Ratio (X)	0.00	0.19	0.00	0.38	0.00	0.13	0.00	0.41
Avail Cap (c_a), veh/h	0	850	0	1973	0	1734	0	1344
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	56.4	0.0	20.9	0.0	45.6
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.6	0.0	0.2	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	57.0	0.0	21.0	0.0	46.5
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	3.5	0.0	2.1	0.0	5.8
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	3.6	0.0	2.1	0.0	5.9
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.05	0.00	0.03	0.00	0.29
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	166	0	207	0	201	0	192
Grp Sat Flow (s), veh/h/ln	0	1806	0	1585	0	1585	0	1780
Q Serve Time (g_s), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	13.3
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	13.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.20	0.00	1.00	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	863	0	248	0	773	0	463
V/C Ratio (X)	0.00	0.19	0.00	0.83	0.00	0.26	0.00	0.41
Avail Cap (c_a), veh/h	0	863	0	880	0	773	0	1347
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	61.0	0.0	22.4	0.0	45.7
Incr Delay (d2), s/veh	0.0	0.5	0.0	9.9	0.0	0.8	0.0	0.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.8	0.0	70.9	0.0	23.2	0.0	46.6
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	7.6	0.0	4.2	0.0	5.9
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.7	0.0	0.2	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	8.2	0.0	4.3	0.0	6.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.47	0.00	0.18	0.00	0.30
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.5
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	98	98	43	22	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	436	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	-	578	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	532	931
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	865
HCM Lane V/C Ratio	0.075	-	-	-	0.182
HCM Control Delay (s)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	842	652	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	326
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	-	-	0	0	670
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	670
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	643	8	27	504	0	0	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	3	1244	15	42	1491	1263	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.02	0.80	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.9	49.9	2.5	0.0	0.0	0.0	58.7	0.0	0.0	0.0
Ln Grp LOS	A	A	A	D	A	A	A	A	E	A	A	A
Approach Vol, veh/h		651			531			26			0	
Approach Delay, s/veh		6.9			4.9			58.7			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	8.1	50.0		8.0	0.0	58.1		8.0
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.0	13.5		3.1	0.0	6.9		0.0
Green Ext Time (g_e), s	0.0	3.4		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.39	1.00		0.38	0.00	1.00		0.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1843		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		23		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)				L (Prot)			

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	27	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	42	0	0	0	3	0	0	0
V/C Ratio (X)	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	364	0	0	0	364	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	504	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1491	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	948	0	1491	0	948
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	651	0	26	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1260	0	36	0	1263	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.71	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1260	0	804	0	1263	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	32.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	26.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	0.0	58.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	604	16	163	478	489	20	21	180	318	12	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	64	1514	675	196	1777	793	240	252	214	414	224	190
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
Prop Arrive On Green	0.04	0.43	0.43	0.11	0.50	0.50	0.13	0.13	0.13	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	83.1	25.8	21.0	67.0	18.6	26.4	47.9	47.9	63.6	57.5	49.3	50.5
Ln Grp LOS	F	C	C	E	B	C	D	D	E	E	D	D
Approach Vol, veh/h		669			1130			221			364	
Approach Delay, s/veh		29.9			28.9			60.7			56.5	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	20.4	60.7	21.6	23.5	11.1	70.0		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	13.3	0.0	13.3	16.0	5.4	0.0		
Green Ext Time (g_e), s	0.6	0.0	1.9	1.0	0.1	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.82	1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	163	0	318	20	49	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	196	0	414	240	64	0	0	0
V/C Ratio (X)	0.83	0.00	0.77	0.08	0.76	0.00	0.00	0.00
Avail Cap (c_a), veh/h	402	0	1328	685	261	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	55.0	0.0	53.8	47.8	60.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.0	3.6	0.2	22.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.0	0.0	57.5	47.9	83.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.0	0.0	4.9	0.6	1.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.2	0.0	0.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.7	0.0	5.1	0.6	2.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.88	0.00	0.43	0.22	0.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	604	12	21	0	478	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1514	224	252	0	1777	0	0
V/C Ratio (X)	0.00	0.40	0.05	0.08	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1514	719	719	0	1777	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.0	49.2	47.8	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	49.3	47.9	0.0	18.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.3	0.6	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.3	0.6	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.01	0.02	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	16	34	180	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	675	190	214	0	793	0	0
V/C Ratio (X)	0.00	0.02	0.18	0.84	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	675	609	609	0	793	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.0	49.9	53.3	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.5	10.3	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	50.5	63.6	0.0	26.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	1.0	5.6	0.0	10.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	1.0	6.2	0.0	11.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.20	0.20	0.00	1.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	320	0	0	330
Future Vol, veh/h	0	0	320	0	0	330
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	348	0	0	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	174	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	839	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	839	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	190	0	0	220	0	0
Future Vol, veh/h	190	0	0	220	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	0	0	239	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	207
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	833
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	833
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	0	0	250	0	0
Future Vol, veh/h	210	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	272	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	228
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	811
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	811
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	280	320	0	0	0
Future Vol, veh/h	0	280	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	348	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	348
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	694
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	694
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	712	993	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	993
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	298
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				305	0	0	0	651	0	0	816	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				369	0		0	2323		0	2323	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	6.4	0.0	0.0	7.0	0.0
Ln Grp LOS				D	A		A	A		A	A	
Approach Vol, veh/h					305			651			816	
Approach Delay, s/veh					40.0			6.4			7.0	
Approach LOS					D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		60.9		24.1		60.9		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		15.9		0.0		
Green Ext Time (g_e), s		0.0		1.7		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	305	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	55.6	0.0	0.0	0.0	55.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	369	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	651	0	0	0	816	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2323	0	0	0	2323	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	2323	0	0	0	2323	0	0
Upstream Filter (I)	0.00	0.58	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.2	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.4	0.0	0.0	0.0	7.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1036	0	329	0	1036	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1036	0	662	0	1036	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	249	415	415			0	985	0	335	783	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	324	507	507			0	1669		416	2369	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.33	1.33	1.00
Prop Arrive On Green	0.18	0.18	0.18			0.00	0.47	0.00	0.16	0.89	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	42.5	42.3	42.3			0.0	17.9	0.0	43.5	2.1	0.0
Ln Grp LOS	D	D	D			A	B		D	A	A
Approach Vol, veh/h	664						985			1118	
Approach Delay, s/veh	42.4						17.9			14.5	
Approach LOS	D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	16.7	46.3		21.9		63.1		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	11.5	* 37		17.5		* 55		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	9.9	0.0		14.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.3		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Prot)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	335	0	0	249	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	7.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	416	0	0	324	0	0	0	0
V/C Ratio (X)	0.81	0.00	0.00	0.77	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	468	0	0	367	0	0	0	0
Upstream Filter (I)	0.89	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	34.7	0.0	0.0	33.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	0.0	9.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.5	0.0	0.0	42.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.5	0.0	0.0	5.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	985	0	0	0	783	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.3	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.3	0.0	0.0	0.0	3.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1669	0	0	0	2369	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1669	0	0	0	2369	0	0
Upstream Filter (I)	0.00	0.87	0.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	0.0	0.0	0.0	2.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	415	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	507	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	574	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	42.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	24.8

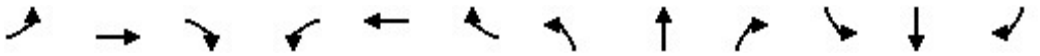
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	103	0	17	9	1004	120	0	1357	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1882	2504	683	1761	2448	562	1366	0	0	1124	0	0
Stage 1	1362	1362	-	1082	1082	-	-	-	-	-	-	-
Stage 2	520	1142	-	679	1366	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	28	392	~ 54	31	470	499	-	-	617	-	-
Stage 1	156	214	-	232	292	-	-	-	-	-	-	-
Stage 2	507	273	-	408	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	27	392	~ 52	30	470	499	-	-	617	-	-
Mov Cap-2 Maneuver	41	27	-	~ 52	30	-	-	-	-	-	-	-
Stage 1	153	214	-	228	287	-	-	-	-	-	-	-
Stage 2	480	268	-	399	213	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.4	$ 539.7	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	499	-	-	392	52	470	617	-	-
HCM Lane V/C Ratio	0.017	-	-	0.022	1.982	0.037	-	-	-
HCM Control Delay (s)	12.3	-	-	14.4	$ 627.5	13	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.2	0.1	0	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	541	0	0	835	472	0	0	0	199	0	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	546	9999	0	98	9999	9999	0	260	0	344	0	221
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
Prop Arrive On Green	0.25	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.14	0.00	0.14
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	0.0	29.1
Ln Grp LOS	A	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		589			1307			0			247	
Approach Delay, s/veh		0.0			0.0			0.0			32.1	
Approach LOS		A			A						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	799.9		16.9	25.5	774.4		16.9
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	45.5	45.5		16.5	45.5	45.5		16.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.9		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	4.3	2.0		10.1
Green Ext Time (g_e), s	0.0	13.4		0.0	0.1	17.0		0.4
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.63	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.17

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	48	0	0	199
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.3	0.0	0.0	8.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.3	0.0	0.0	8.1
Perm LT Sat Flow (s_l), veh/h/ln	865	0	0	0	421	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	45.5	0.0	0.0	0.0	45.5	0.0	0.0	10.4
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
Time to First Blk (g_f), s	0.0	0.0	0.0	10.4	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	344
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	488
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	541	0	0	0	835	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	19301	0	260	0	18666	0	0
V/C Ratio (X)	0.00	0.03	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	19301	0	411	0	18666	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.39	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	472	0	48
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	15819	0	221
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	15819	0	349
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.39	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	623	96	116	1150	48	82	34	34	68	34	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	1281	1086	494	1254	52	169	130	130	98	48	91
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
Prop Arrive On Green	0.01	0.68	0.68	0.03	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.7	12.3	8.1	8.8	0.0	30.3	62.8	0.0	56.8	74.3	0.0	0.0
Ln Grp LOS	C	B	A	A	A	C	E	A	E	E	A	A
Approach Vol, veh/h		733			1314			150			184	
Approach Delay, s/veh		12.0			28.4			60.1			74.3	
Approach LOS		B			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.5	109.3		29.2	8.7	112.1		29.2
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	7.0	* 96		27.3	5.1	* 98		27.3
Max Allow Headway (MAH), s	3.8	8.3		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	4.9	25.6		17.7	2.3	82.9		22.5
Green Ext Time (g_e), s	0.0	17.8		0.3	0.0	14.1		0.2
Prob of Phs Call (p_c)	0.99	1.00		1.00	0.44	1.00		1.00
Prob of Max Out (p_x)	1.00	0.00		0.01	1.00	0.00		0.62

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1276	1781			432

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		858		1783		315

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		74		601

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	116	0	0	82	14	0	0	184
Grp Sat Flow (s), veh/h/ln	1781	0	0	1276	1781	0	0	1348
Q Serve Time (g_s), s	2.9	0.0	0.0	0.0	0.3	0.0	0.0	15.2
Cycle Q Clear Time (g_c), s	2.9	0.0	0.0	15.7	0.3	0.0	0.0	20.5
Perm LT Sat Flow (s_l), veh/h/ln	733	0	0	1276	467	0	0	1354
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	745	0	0	0	0
Perm LT Eff Green (g_p), s	102.7	0.0	0.0	22.7	105.5	0.0	0.0	22.7
Perm LT Serve Time (g_u), s	79.1	0.0	0.0	2.2	24.6	0.0	0.0	17.5
Perm LT Q Serve Time (g_ps), s	4.4	0.0	0.0	0.0	2.5	0.0	0.0	15.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	494	0	0	169	151	0	0	237
V/C Ratio (X)	0.24	0.00	0.00	0.49	0.09	0.00	0.00	0.78
Avail Cap (c_a), veh/h	518	0	0	208	185	0	0	283
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.83	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.6	0.0	0.0	60.7	28.5	0.0	0.0	63.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.2	0.2	0.0	0.0	10.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.8	0.0	0.0	62.8	28.7	0.0	0.0	74.3
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	3.0	0.3	0.0	0.0	7.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.0	0.0	0.0	3.1	0.3	0.0	0.0	7.7
%ile Storage Ratio (RQ%)	0.10	0.00	0.00	0.17	0.03	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	623	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1281	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1281	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	96	0	68	0	1198	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1857	0	0
Q Serve Time (g_s), s	0.0	3.0	0.0	5.3	0.0	80.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	5.3	0.0	80.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.04	0.00	0.45
Lane Grp Cap (c), veh/h	0	1086	0	260	0	1306	0	0
V/C Ratio (X)	0.00	0.09	0.00	0.26	0.00	0.92	0.00	0.00
Avail Cap (c_a), veh/h	0	1086	0	312	0	1306	0	0
Upstream Filter (I)	0.00	0.83	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.9	0.0	56.2	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.5	0.0	11.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.1	0.0	56.8	0.0	30.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	2.3	0.0	28.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	2.4	0.0	32.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.13	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	48	623	1096	14	41	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1110	0	-	0	1822	1103
Stage 1	-	-	-	-	1103	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	629	-	-	-	85	257
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	75	257
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	35.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	-	-	-	193	257
HCM Lane V/C Ratio	0.076	-	-	-	0.213	0.586
HCM Control Delay (s)	11.2	0	-	-	28.6	37.1
HCM Lane LOS	B	A	-	-	D	E
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	3.4

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	651	822	7	7	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	829	0	-	0	1669	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	106	372
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	86	372
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SW
HCM Control Delay, s	1.3	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	803	-	-	-	362
HCM Lane V/C Ratio	0.119	-	-	-	0.511
HCM Control Delay (s)	10.1	0	-	-	24.9
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.8

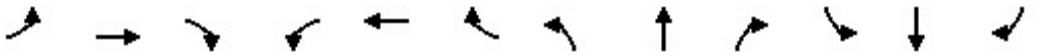
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1133	1486	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	743
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	-	-	0	0	358
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	358
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	651	48	146	616	52	116	14	412	17	14	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	336	900	762	215	986	835	393	13	368	80	205	205
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
Prop Arrive On Green	0.02	0.48	0.48	0.06	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.0	23.6	12.7	47.2	18.0	10.6	29.8	0.0	116.8	46.3	0.0	26.6
Ln Grp LOS	B	C	B	D	B	B	C	A	F	D	A	C
Approach Vol, veh/h		713			814			542			45	
Approach Delay, s/veh		22.7			22.8			98.2			34.0	
Approach LOS		C			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.1	49.9		28.0	8.0	54.0		28.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	6.5	* 42		21.5	5.0	* 44		21.5
Max Allow Headway (MAH), s	3.8	8.5		4.1	3.8	8.4		4.4
Max Q Clear (g_c+I1), s	5.7	26.9		23.5	2.3	22.9		23.5
Green Ext Time (g_e), s	0.0	8.8		0.0	0.0	10.2		0.0
Prob of Phs Call (p_c)	0.97	1.00		1.00	0.30	1.00		0.68
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1382	1781			961

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		52		1870		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1541		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	146	0	0	116	14	0	0	17
Grp Sat Flow (s), veh/h/ln	1728	0	0	1382	1781	0	0	961
Q Serve Time (g_s), s	3.7	0.0	0.0	6.4	0.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.7	0.0	0.0	7.5	0.3	0.0	0.0	21.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1382	769	0	0	961
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	21.5	47.4	0.0	0.0	21.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	20.4	26.5	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	6.4	0.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	215	0	0	393	336	0	0	80
V/C Ratio (X)	0.68	0.00	0.00	0.30	0.04	0.00	0.00	0.21
Avail Cap (c_a), veh/h	250	0	0	393	405	0	0	80
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	41.3	0.0	0.0	29.4	11.9	0.0	0.0	45.0
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.4	0.1	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	47.2	0.0	0.0	29.8	12.0	0.0	0.0	46.3
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	2.1	0.1	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	2.1	0.1	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.30	0.01	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	651	0	0	0	616	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	24.9	0.0	0.0	0.0	20.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.9	0.0	0.0	0.0	20.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	900	0	0	0	986	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	900	0	0	0	986	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.6	0.0	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.0	0.0	3.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.6	0.0	0.0	0.0	18.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	7.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.5	0.0	0.0	0.0	8.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	48	0	426	0	52	0	28
Grp Sat Flow (s), veh/h/ln	0	1585	0	1593	0	1585	0	1716
Q Serve Time (g_s), s	0.0	1.5	0.0	21.5	0.0	1.4	0.0	1.1
Cycle Q Clear Time (g_c), s	0.0	1.5	0.0	21.5	0.0	1.4	0.0	1.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.97	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	762	0	381	0	835	0	410
V/C Ratio (X)	0.00	0.06	0.00	1.12	0.00	0.06	0.00	0.07
Avail Cap (c_a), veh/h	0	762	0	381	0	835	0	410
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.5	0.0	34.3	0.0	10.4	0.0	26.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	82.6	0.0	0.1	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	116.8	0.0	10.6	0.0	26.6
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	7.9	0.0	0.4	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	16.7	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.73	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	979	1374	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1374
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	177
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	177
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	275	52	112	52	34	34	189	1108	77	43	807	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	342	92	198	209	43	43	436	2018	140	288	1943	104
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
Prop Arrive On Green	0.16	0.17	0.17	0.03	0.05	0.05	0.06	0.60	0.60	0.03	0.57	0.57
Unsig. Movement Delay												
Ln Grp Delay, s/veh	69.1	0.0	58.5	49.9	0.0	85.2	14.3	20.0	20.0	14.1	19.7	19.7
Ln Grp LOS	E	A	E	D	A	F	B	C	B	B	B	B
Approach Vol, veh/h		439			120			1374			893	
Approach Delay, s/veh		65.1			69.9			19.2			19.4	
Approach LOS		E			E			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phs Duration (G+Y+Rc), s	10.2	95.8	30.0	14.0	15.1	90.9	11.4	32.6
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green (Gmax), s	5.0	70.0	23.5	26.5	21.0	54.0	5.5	44.5
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.6	3.9	5.9	3.9	4.0
Max Q Clear (g_c+I1), s	3.4	31.5	23.7	7.9	8.6	22.0	5.6	15.5
Green Ext Time (g_e), s	0.0	13.0	0.0	0.1	0.4	7.9	0.0	0.5
Prob of Phs Call (p_c)	0.83	1.00	1.00	0.94	1.00	1.00	0.89	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3371		858		3431		528

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		234		858		183		1137

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	43	0	275	0	189	0	52	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	1.4	0.0	21.7	0.0	6.6	0.0	3.6	0.0
Cycle Q Clear Time (g_c), s	1.4	0.0	21.7	0.0	6.6	0.0	3.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	473	0	1333	0	649	0	1222	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.8	0.0	7.5	0.0	84.9	0.0	26.1	0.0
Perm LT Serve Time (g_u), s	60.3	0.0	1.6	0.0	64.9	0.0	12.5	0.0
Perm LT Q Serve Time (g_ps), s	3.0	0.0	1.5	0.0	8.2	0.0	0.6	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	288	0	342	0	436	0	209	0
V/C Ratio (X)	0.15	0.00	0.80	0.00	0.43	0.00	0.25	0.00
Avail Cap (c_a), veh/h	298	0	342	0	578	0	215	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	13.9	0.0	55.9	0.0	13.6	0.0	49.2	0.0
Incr Delay (d2), s/veh	0.2	0.0	13.1	0.0	0.7	0.0	0.6	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	14.1	0.0	69.1	0.0	14.3	0.0	49.9	0.0
1st-Term Q (Q1), veh/ln	0.5	0.0	9.6	0.0	2.5	0.0	1.6	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.2	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.6	0.0	10.9	0.0	2.6	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.12	0.00	2.63	0.00	0.44	0.00	0.38	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	584	0	0	0	418	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	29.4	0.0	0.0	0.0	20.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	29.4	0.0	0.0	0.0	20.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1064	0	0	0	1006	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1064	0	0	0	1006	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	0.0	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.0	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	0.0	0.0	19.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	0.0	0.0	8.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.0	0.0	0.0	0.0	8.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	601	0	68	0	432	0	164
Grp Sat Flow (s), veh/h/ln	0	1828	0	1716	0	1837	0	1666
Q Serve Time (g_s), s	0.0	29.5	0.0	5.9	0.0	20.0	0.0	13.5
Cycle Q Clear Time (g_c), s	0.0	29.5	0.0	5.9	0.0	20.0	0.0	13.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.00	0.50	0.00	0.10	0.00	0.68
Lane Grp Cap (c), veh/h	0	1095	0	86	0	1040	0	290
V/C Ratio (X)	0.00	0.55	0.00	0.79	0.00	0.42	0.00	0.57
Avail Cap (c_a), veh/h	0	1095	0	303	0	1040	0	494
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	18.0	0.0	70.5	0.0	18.5	0.0	56.8
Incr Delay (d2), s/veh	0.0	2.0	0.0	14.8	0.0	1.2	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.0	0.0	85.2	0.0	19.7	0.0	58.5
1st-Term Q (Q1), veh/ln	0.0	11.8	0.0	2.6	0.0	8.5	0.0	5.7
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.4	0.0	0.4	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.4	0.0	2.9	0.0	8.8	0.0	5.8
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.08	0.00	0.16	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	3.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	52	155	301	1116	653	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1865	378	756	0	-	0
Stage 1	705	-	-	-	-	-
Stage 2	1160	-	-	-	-	-
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	64	620	851	-	-	-
Stage 1	451	-	-	-	-	-
Stage 2	260	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 41	620	851	-	-	-
Mov Cap-2 Maneuver	144	-	-	-	-	-
Stage 1	291	-	-	-	-	-
Stage 2	260	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	20.3	2.4	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	851	-	144	620	-	-
HCM Lane V/C Ratio	0.353	-	0.358	0.249	-	-
HCM Control Delay (s)	11.5	-	43.3	12.7	-	-
HCM Lane LOS	B	-	E	B	-	-
HCM 95th %tile Q(veh)	1.6	-	1.5	1	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	515	86	38	335	363	103	464	57	249	361	318
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	612	1236	206	49	909	406	124	955	117	288	1114	497
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
Prop Arrive On Green	0.18	0.41	0.41	0.03	0.26	0.26	0.07	0.30	0.30	0.08	0.31	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	80.3	32.4	32.5	94.9	46.2	70.8	97.2	46.1	46.2	90.8	40.1	50.4
Ln Grp LOS	F	C	C	F	D	E	F	D	D	F	D	D
Approach Vol, veh/h		1168			736			624			928	
Approach Delay, s/veh		55.7			60.8			54.6			57.3	
Approach LOS		E			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.0	52.3	33.1	45.7	17.0	54.3	10.6	68.1
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	12.5	34.4	27.5	48.0	12.2	34.7	8.8	66.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	12.7	0.0	26.2	35.2	10.6	0.0	5.2	20.2
Green Ext Time (g_e), s	0.0	0.0	0.3	3.2	0.0	0.0	0.0	3.5
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	0.79	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.17	1.00	0.00	1.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3187		3554		3554		3049

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		390		1585		1585		507

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	249	0	567	0	103	0	38	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	10.7	0.0	24.2	0.0	8.6	0.0	3.2	0.0
Cycle Q Clear Time (g_c), s	10.7	0.0	24.2	0.0	8.6	0.0	3.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	288	0	612	0	124	0	49	0
V/C Ratio (X)	0.86	0.00	0.93	0.00	0.83	0.00	0.78	0.00
Avail Cap (c_a), veh/h	288	0	634	0	145	0	105	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	67.9	0.0	60.8	0.0	68.9	0.0	72.5	0.0
Incr Delay (d2), s/veh	22.9	0.0	19.5	0.0	28.3	0.0	22.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.8	0.0	80.3	0.0	97.2	0.0	94.9	0.0
1st-Term Q (Q1), veh/ln	4.6	0.0	10.6	0.0	3.8	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	1.7	0.0	1.0	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.5	0.0	12.2	0.0	4.8	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.40	0.00	0.99	0.00	0.55	0.00	0.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	258	0	335	0	361	0	299
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	17.8	0.0	11.6	0.0	11.6	0.0	18.1
Cycle Q Clear Time (g_c), s	0.0	17.8	0.0	11.6	0.0	11.6	0.0	18.1
Lane Grp Cap (c), veh/h	0	533	0	909	0	1114	0	720
V/C Ratio (X)	0.00	0.48	0.00	0.37	0.00	0.32	0.00	0.42
Avail Cap (c_a), veh/h	0	533	0	1137	0	1114	0	790
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	43.0	0.0	45.9	0.0	39.4	0.0	31.9
Incr Delay (d2), s/veh	0.0	3.1	0.0	0.4	0.0	0.8	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	46.1	0.0	46.2	0.0	40.1	0.0	32.4
1st-Term Q (Q1), veh/ln	0.0	7.6	0.0	5.1	0.0	4.9	0.0	7.8
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.1	0.0	0.1

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.0	0.0	5.1	0.0	5.1	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.17	0.00	0.06	0.00	0.08	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	263	0	363	0	318	0	302
Grp Sat Flow (s), veh/h/ln	0	1800	0	1585	0	1585	0	1779
Q Serve Time (g_s), s	0.0	18.0	0.0	33.2	0.0	25.8	0.0	18.2
Cycle Q Clear Time (g_c), s	0.0	18.0	0.0	33.2	0.0	25.8	0.0	18.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.22	0.00	1.00	0.00	1.00	0.00	0.28
Lane Grp Cap (c), veh/h	0	540	0	406	0	497	0	721
V/C Ratio (X)	0.00	0.49	0.00	0.90	0.00	0.64	0.00	0.42
Avail Cap (c_a), veh/h	0	540	0	507	0	497	0	791
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	43.1	0.0	53.9	0.0	44.2	0.0	31.9
Incr Delay (d2), s/veh	0.0	3.1	0.0	16.9	0.0	6.2	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	46.2	0.0	70.8	0.0	50.4	0.0	32.5
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	13.1	0.0	10.1	0.0	7.9
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	1.9	0.0	0.9	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	8.2	0.0	15.0	0.0	11.0	0.0	8.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.85	0.00	0.46	0.00	0.40
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.0
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	172	172	77	38	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	765	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1317	-	-	-	371	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	312	829
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	734
HCM Lane V/C Ratio	0.145	-	-	-	0.378
HCM Control Delay (s)	8.2	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8

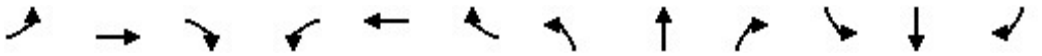
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1331	1030	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	515
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	-	-	0	0	505
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	505
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	682	8	29	535	0	0	0	28	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	758	1360	16	566	1566	1327	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.74	0.74	0.02	0.84	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.0	3.6	2.2	0.0	0.0	0.0	75.1	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	A	A	E	A	A	A
Approach Vol, veh/h		690			564			28			0	
Approach Delay, s/veh		6.0			2.2			75.1			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	8.5	68.1		8.4	0.0	76.6		8.4
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.0	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	2.3	15.1		3.5	0.0	7.5		0.0
Green Ext Time (g_e), s	0.0	3.0		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.50	1.00		0.48	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1845		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		22		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	29	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	753	0	0	0	870	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	62.7	0.0	0.0	0.0	71.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	49.6	0.0	0.0	0.0	65.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	566	0	0	0	758	0	0	0
V/C Ratio (X)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	608	0	0	0	840	0	0	0
Upstream Filter (I)	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	535	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1566	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	726	0	1566	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	690	0	28	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1376	0	36	0	1327	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.78	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1376	0	615	0	1327	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	41.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	33.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	75.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	641	17	173	507	518	21	22	191	338	13	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	360	1891	843	558	2001	893	243	255	216	409	222	188
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	1.00	1.00	0.06	0.56	0.56	0.14	0.14	0.14	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.0	0.4	0.0	16.2	19.2	26.7	64.4	64.4	85.4	78.3	66.6	68.2
Ln Grp LOS	B	A	A	B	B	C	E	E	F	E	E	E
Approach Vol, veh/h		710			1198			234			387	
Approach Delay, s/veh		1.5			22.0			81.5			77.0	
Approach LOS		A			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	16.4	97.4	26.6	29.7	11.1	102.6		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	15.5	38.1	43.0	47.0	5.5	48.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	9.5	0.0	18.2	22.1	4.1	0.0		
Green Ext Time (g_e), s	0.4	0.0	1.9	1.0	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.91	1.00		
Prob of Max Out (p_x)	0.54	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	173	0	338	21	52	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	7.5	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.5	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	776	0	1728	1781	550	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	90.5	0.0	0.0	0.0	95.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	90.5	0.0	0.0	0.0	83.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	558	0	409	243	360	0	0	0
V/C Ratio (X)	0.31	0.00	0.83	0.09	0.14	0.00	0.00	0.00
Avail Cap (c_a), veh/h	618	0	874	492	370	0	0	0
Upstream Filter (I)	0.93	0.00	1.00	1.00	0.88	0.00	0.00	0.00
Uniform Delay (d1), s/veh	15.8	0.0	73.2	64.2	14.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	5.1	0.2	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.2	0.0	78.3	64.4	15.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	7.3	0.8	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	7.5	0.8	0.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.64	0.32	0.22	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	641	13	22	0	507	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1891	222	255	0	2001	0	0
V/C Ratio (X)	0.00	0.34	0.06	0.09	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	1891	473	517	0	2001	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	66.5	64.2	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.2	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	66.6	64.4	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.8	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.5	0.9	0.0	5.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.01	0.03	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	17	36	191	0	518	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	843	188	216	0	893	0	0
V/C Ratio (X)	0.00	0.02	0.19	0.88	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	843	401	438	0	893	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	67.6	72.1	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	13.3	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	68.2	85.4	0.0	26.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.4	8.2	0.0	13.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.5	9.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.30	0.29	0.00	2.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	400	0	0	360
Future Vol, veh/h	0	0	400	0	0	360
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	765	0	0	689

Major/Minor	Minor1		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	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	615	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	250	0	0	250	0	0
Future Vol, veh/h	250	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	0	0	478	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	478
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	587
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	300	0	0	275	0	0
Future Vol, veh/h	300	0	0	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	574	0	0	526	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	574
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	518
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	360	320	0	0	0
Future Vol, veh/h	0	360	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	689	612	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	612
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	492
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	492
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	982	705	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	436
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				516	0	0	0	1016	0	0	853	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				579	0		0	1898		0	1898	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.32	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					516			1016			853	
Approach Delay, s/veh					40.0			13.8			12.7	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		33.7		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		25.0		0.0		
Green Ext Time (g_e), s		0.0		2.2		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	516	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	579	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	713	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1016	0	0	0	853	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1898	0	0	0	1898	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1898	0	0	0	1898	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.8	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	847	0	515	0	847	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	847	0	634	0	847	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	353	745	745			0	1071	0	304	1065	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	523	820	820			0	1525		585	2023	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.43	0.00	0.07	0.57	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	32.9	45.8	45.8			0.0	24.7	0.0	17.6	13.5	0.0
Ln Grp LOS	C	D	D			A	C		B	B	A
Approach Vol, veh/h	1098						1071			1369	
Approach Delay, s/veh	41.6						24.7			14.4	
Approach LOS	D						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	13.2	46.8		34.2		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	6.3	0.0		26.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.4		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	353	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	511	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	585	0	0	523	0	0	0	0
V/C Ratio (X)	0.52	0.00	0.00	0.67	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	652	0	0	539	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	16.6	0.0	0.0	29.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	6.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1071	0	0	0	1065	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1525	0	0	0	2023	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	1525	0	0	0	2023	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	0.0	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	745	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	820	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	844	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

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

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

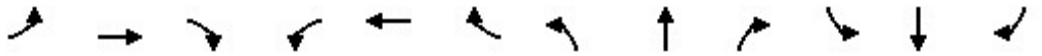
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	38	0	5	22	1201	120	0	1071	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1719	2439	538	1841	2381	661	1076	0	0	1321	0	0
Stage 1	1074	1074	-	1305	1305	-	-	-	-	-	-	-
Stage 2	645	1365	-	536	1076	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	31	488	47	34	405	644	-	-	519	-	-
Stage 1	235	294	-	169	228	-	-	-	-	-	-	-
Stage 2	427	214	-	496	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	30	488	45	33	405	644	-	-	519	-	-
Mov Cap-2 Maneuver	56	30	-	45	33	-	-	-	-	-	-	-
Stage 1	227	294	-	163	220	-	-	-	-	-	-	-
Stage 2	407	207	-	490	294	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	201.3	0.2	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	644	-	-	488	45	405	519	-	-
HCM Lane V/C Ratio	0.034	-	-	0.011	0.845	0.013	-	-	-
HCM Control Delay (s)	10.8	-	-	12.5	228.1	14	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	3.4	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	683	667	0	683	667	565	0	293	0	327	0	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.36	0.36	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.16	0.00	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	181.8	0.0	0.0	55.0	36.1	0.0	0.0	0.0	113.8	0.0	55.7
Ln Grp LOS	A	F	A	A	D	D	A	A	A	F	A	E
Approach Vol, veh/h		902			717			0			380	
Approach Delay, s/veh		171.0			50.5			0.0			105.5	
Approach LOS		F			D						F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		30.0	60.0	60.0		30.0
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.9		3.8
Max Q Clear (g_c+I1), s	0.0	55.5		0.0	5.0	42.1		25.5
Green Ext Time (g_e), s	0.0	0.0		0.0	0.1	5.4		0.0
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	54	0	0	326
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Perm LT Sat Flow (s_l), veh/h/ln	650	0	0	0	734	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	23.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Time to First Blk (g_f), s	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	327
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	327
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	848	0	0	0	549	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	53.5	0.0	0.0	0.0	40.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	53.5	0.0	0.0	0.0	40.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	667	0	293	0	667	0	0
V/C Ratio (X)	0.00	1.27	0.00	0.00	0.00	0.82	0.00	0.00
Avail Cap (c_a), veh/h	0	667	0	293	0	667	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	48.3	0.0	0.0	0.0	43.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	133.6	0.0	0.0	0.0	11.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	181.8	0.0	0.0	0.0	55.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.8	0.0	0.0	0.0	17.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	24.8	0.0	0.0	0.0	2.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	48.6	0.0	0.0	0.0	19.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.57	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	45.2	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	168	0	54
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	565	0	248
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	565	0	248
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	34.7	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	36.1	0.0	55.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	115.3
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1027	103	65	636	54	38	11	65	38	11	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	460	1167	989	249	1080	92	214	24	140	97	32	53
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
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.0	23.0	6.7	15.7	0.0	11.3	36.0	0.0	38.3	39.5	0.0	0.0
Ln Grp LOS	A	C	A	B	A	B	D	A	D	D	A	A
Approach Vol, veh/h		1168			755			114			87	
Approach Delay, s/veh		21.1			11.7			37.6			39.5	
Approach LOS		C			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	10.4	60.0		15.1	9.5	61.0		15.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.8		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.1	41.2		5.8	2.6	20.7		8.5
Green Ext Time (g_e), s	0.1	10.8		0.3	0.1	16.2		0.2
Prob of Phs Call (p_c)	0.79	1.00		0.99	0.59	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1356	1781			365

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		235		1700		316

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1386		144		528

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	65	0	0	38	38	0	0	87
Grp Sat Flow (s), veh/h/ln	1781	0	0	1356	1781	0	0	1208
Q Serve Time (g_s), s	1.1	0.0	0.0	0.0	0.6	0.0	0.0	2.7
Cycle Q Clear Time (g_c), s	1.1	0.0	0.0	2.4	0.6	0.0	0.0	6.5
Perm LT Sat Flow (s_l), veh/h/ln	498	0	0	1356	753	0	0	1344
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1266	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	8.6	54.4	0.0	0.0	8.6
Perm LT Serve Time (g_u), s	14.2	0.0	0.0	2.1	35.7	0.0	0.0	4.9
Perm LT Q Serve Time (g_ps), s	5.9	0.0	0.0	0.0	1.0	0.0	0.0	2.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	249	0	0	214	460	0	0	182
V/C Ratio (X)	0.26	0.00	0.00	0.18	0.08	0.00	0.00	0.48
Avail Cap (c_a), veh/h	656	0	0	513	887	0	0	510
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.2	0.0	0.0	35.7	6.9	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.1	0.0	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.7	0.0	0.0	36.0	7.0	0.0	0.0	39.5
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	0.7	0.2	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.8	0.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.04	0.02	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	1027	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1167	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1167	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	103	0	76	0	690	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1621	0	1844	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	3.8	0.0	18.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	3.8	0.0	18.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.08	0.00	0.44
Lane Grp Cap (c), veh/h	0	989	0	164	0	1172	0	0
V/C Ratio (X)	0.00	0.10	0.00	0.46	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	989	0	521	0	1172	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	0.0	36.3	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.0	0.0	2.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	38.3	0.0	11.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.5	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.6	0.0	5.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.09	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	109	973	761	54	38	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1979	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	1191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	68	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	48	391
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	812	-	-	-	160	391
HCM Lane V/C Ratio	0.134	-	-	-	0.238	0.139
HCM Control Delay (s)	10.1	0	-	-	34.4	15.7
HCM Lane LOS	B	A	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.9	0.5

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	853	652	5	5	228

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1900	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	1245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	76	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	46	466
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	271	-

Approach	EB	WB	SW
HCM Control Delay, s	1.8	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	445
HCM Lane V/C Ratio	0.21	-	-	-	0.525
HCM Control Delay (s)	9.9	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	3

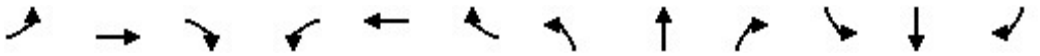
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	815	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	408
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	-	-	0	0	593
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	728	92	337	701	120	54	11	179	43	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	382	1072	909	768	1130	958	258	14	229	122	73	179
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
Prop Arrive On Green	0.03	0.57	0.57	0.06	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.1	17.3	9.2	11.8	14.2	8.2	36.9	0.0	43.5	46.5	0.0	34.6
Ln Grp LOS	A	B	A	B	B	A	D	A	D	D	A	C
Approach Vol, veh/h		858			1158			244			81	
Approach Delay, s/veh		16.1			12.9			42.1			40.9	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.5	60.0		20.6	9.6	62.9		20.6
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.2		4.1	3.8	7.9		4.2
Max Q Clear (g_c+I1), s	5.6	27.3		12.7	2.7	24.1		16.0
Green Ext Time (g_e), s	0.4	13.9		0.6	0.0	14.0		0.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.63	1.00		0.88
Prob of Max Out (p_x)	1.00	0.00		0.01	0.06	0.00		0.04

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1370	1781			1193

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		93		1870		480

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1507		1585		1178

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	337	0	0	54	38	0	0	43
Grp Sat Flow (s), veh/h/ln	1728	0	0	1370	1781	0	0	1193
Q Serve Time (g_s), s	3.6	0.0	0.0	3.3	0.7	0.0	0.0	3.4
Cycle Q Clear Time (g_c), s	3.6	0.0	0.0	5.2	0.7	0.0	0.0	14.0
Perm LT Sat Flow (s_l), veh/h/ln	647	0	0	1370	666	0	0	1193
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	14.1	56.3	0.0	0.0	14.1
Perm LT Serve Time (g_u), s	28.1	0.0	0.0	12.3	34.2	0.0	0.0	3.5
Perm LT Q Serve Time (g_ps), s	8.9	0.0	0.0	3.3	1.3	0.0	0.0	3.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	768	0	0	258	382	0	0	122
V/C Ratio (X)	0.44	0.00	0.00	0.21	0.10	0.00	0.00	0.35
Avail Cap (c_a), veh/h	860	0	0	396	484	0	0	242
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.4	0.0	0.0	36.5	9.0	0.0	0.0	44.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.1	0.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	0.0	36.9	9.1	0.0	0.0	46.5
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	1.1	0.2	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.1	0.0	0.0	1.1	0.2	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.16	0.03	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	728	0	0	0	701	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	25.3	0.0	0.0	0.0	22.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.3	0.0	0.0	0.0	22.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1072	0	0	0	1130	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	1072	0	0	0	1130	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	14.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	0.0	0.0	7.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.7	0.0	0.0	0.0	8.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	92	0	190	0	120	0	38
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1658
Q Serve Time (g_s), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	909	0	243	0	958	0	252
V/C Ratio (X)	0.00	0.10	0.00	0.78	0.00	0.13	0.00	0.15
Avail Cap (c_a), veh/h	0	909	0	404	0	958	0	418
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.0	0.0	38.0	0.0	7.9	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.5	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	43.5	0.0	8.2	0.0	34.6
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	4.1	0.0	0.8	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	4.4	0.0	0.9	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.19	0.00	0.01	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1000	739	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	739
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	54	304	82	65	16	158	739	54	22	772	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	400	55	309	105	86	21	398	1854	135	367	1830	52
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
Prop Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.05	0.55	0.55	0.02	0.52	0.52
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.5	0.0	108.9	91.3	0.0	90.0	19.5	23.3	23.3	19.4	26.9	26.8
Ln Grp LOS	E	A	F	F	A	F	B	C	C	B	C	C
Approach Vol, veh/h		521			163			951			816	
Approach Delay, s/veh		92.8			90.7			22.6			26.6	
Approach LOS		F			F			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	10.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.2	100.7	45.0	16.6	15.0	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	4.0	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	3.0	23.7	39.7	9.8	9.0	25.1		
Green Ext Time (g_e), s	0.0	7.6	0.0	0.3	0.0	7.9		
Prob of Phs Call (p_c)	0.65	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.03	0.00	1.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3358	245	1449		3529		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		245	1378	357		101		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	22	0	163	82	158	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	13.4	7.8	7.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	13.4	7.8	7.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	684	0	1781	1781	684	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	90.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	73.0	0.0	0.0	0.0	65.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	367	0	400	105	398	0	0	0
V/C Ratio (X)	0.06	0.00	0.41	0.78	0.40	0.00	0.00	0.00
Avail Cap (c_a), veh/h	427	0	400	275	398	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	19.4	0.0	56.8	79.6	18.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	11.7	0.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.4	0.0	57.5	91.3	19.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	6.0	3.6	2.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.3	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	6.1	3.9	2.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	1.48	0.90	0.49	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	391	0	0	0	389	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	21.7	0.0	0.0	0.0	23.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	0.0	0.0	0.0	23.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	981	0	0	0	921	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	981	0	0	0	921	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.1	0.0	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	0.0	0.0	0.0	26.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	0.0	0.0	9.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	10.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	402	358	81	0	405	0	0
Grp Sat Flow (s), veh/h/ln	0	1826	1622	1806	0	1852	0	0
Q Serve Time (g_s), s	0.0	21.7	37.7	7.6	0.0	23.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	37.7	7.6	0.0	23.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.85	0.20	0.00	0.05	0.00	0.00
Lane Grp Cap (c), veh/h	0	1008	364	107	0	961	0	0
V/C Ratio (X)	0.00	0.40	0.98	0.76	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1008	364	279	0	961	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.1	66.3	79.5	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	42.7	10.5	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	108.9	90.0	0.0	26.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	15.5	3.5	0.0	10.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	4.3	0.3	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	19.8	3.8	0.0	10.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.38	0.10	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	147	147	772	668	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1392	378	755	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	680	-	-	-	-	-
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	133	620	851	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	620	851	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	14.4	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	851	-	237	620	-	-
HCM Lane V/C Ratio	0.172	-	0.138	0.237	-	-
HCM Control Delay (s)	10.1	-	22.6	12.6	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	76	65	380	196	92	326	43	326	576	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	414	676	134	83	552	246	114	1358	178	391	1702	759
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
Prop Arrive On Green	0.12	0.23	0.23	0.05	0.16	0.16	0.06	0.43	0.43	0.11	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.0	53.4	53.6	86.5	62.8	69.8	82.7	28.2	28.3	70.6	25.1	26.5
Ln Grp LOS	E	D	D	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		804			641			461			1185	
Approach Delay, s/veh		60.7			67.3			39.1			37.9	
Approach LOS		E			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	23.7	72.5	24.7	30.9	16.2	80.0	13.5	42.0
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	16.0	0.0	17.0	20.1	9.7	0.0	7.5	19.5
Green Ext Time (g_e), s	1.1	0.0	1.2	3.5	0.2	0.0	0.1	2.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.98	1.00	0.94	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3160		3554		3554		2956

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		413		1585		1585		586

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	326	0	348	0	92	0	65	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	14.0	0.0	15.0	0.0	7.7	0.0	5.5	0.0
Cycle Q Clear Time (g_c), s	14.0	0.0	15.0	0.0	7.7	0.0	5.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	391	0	414	0	114	0	83	0
V/C Ratio (X)	0.83	0.00	0.84	0.00	0.81	0.00	0.79	0.00
Avail Cap (c_a), veh/h	991	0	991	0	276	0	158	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	65.9	0.0	65.4	0.0	70.1	0.0	71.6	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.7	0.0	12.6	0.0	14.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.6	0.0	70.0	0.0	82.7	0.0	86.5	0.0
1st-Term Q (Q1), veh/ln	6.0	0.0	6.6	0.0	3.4	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.3	0.0	6.8	0.0	3.8	0.0	2.8	0.0
%ile Storage Ratio (RQ%)	0.45	0.00	0.55	0.00	0.44	0.00	0.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	182	0	380	0	576	0	227
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	9.9	0.0	15.3	0.0	15.3	0.0	17.1
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	15.3	0.0	15.3	0.0	17.1
Lane Grp Cap (c), veh/h	0	764	0	552	0	1702	0	406
V/C Ratio (X)	0.00	0.24	0.00	0.69	0.00	0.34	0.00	0.56
Avail Cap (c_a), veh/h	0	764	0	1937	0	1702	0	1320
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.5	0.0	60.6	0.0	24.6	0.0	51.7
Incr Delay (d2), s/veh	0.0	0.7	0.0	2.2	0.0	0.5	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.2	0.0	62.8	0.0	25.1	0.0	53.4
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	6.8	0.0	6.2	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	7.0	0.0	6.3	0.0	7.8
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	196	0	283	0	229
Grp Sat Flow (s), veh/h/ln	0	1796	0	1585	0	1585	0	1765
Q Serve Time (g_s), s	0.0	10.1	0.0	18.1	0.0	17.2	0.0	17.5
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	18.1	0.0	17.2	0.0	17.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	772	0	246	0	759	0	404
V/C Ratio (X)	0.00	0.24	0.00	0.80	0.00	0.37	0.00	0.57
Avail Cap (c_a), veh/h	0	772	0	864	0	759	0	1311
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.5	0.0	61.8	0.0	25.1	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.7	0.0	8.0	0.0	1.4	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.3	0.0	69.8	0.0	26.5	0.0	53.6
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	7.3	0.0	6.5	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	7.8	0.0	6.8	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.44	0.00	0.28	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	310	174	33	54	353

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	979	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	277	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	218	851
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	707
HCM Lane V/C Ratio	0.175	-	-	-	0.577
HCM Control Delay (s)	8.2	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	3.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	951	1158	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	579
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	-	-	0	0	458
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	586	48	104	707	0	29	0	77	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	1030	84	136	1436	1217	198	0	112	0	133	0
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
Prop Arrive On Green	0.00	0.60	0.60	0.08	0.77	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	11.0	43.7	4.4	0.0	33.0	0.0	42.1	0.0	0.0	0.0
Ln Grp LOS	A	A	B	D	A	A	C	A	D	A	A	A
Approach Vol, veh/h		634			811			106			0	
Approach Delay, s/veh		11.0			9.4			39.6			0.0	
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	12.1	50.0		11.7	0.0	62.1		11.7
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	6.2	17.3		5.5	0.0	12.4		0.0
Green Ext Time (g_e), s	0.2	3.2		0.4	0.0	3.7		0.0
Prob of Phs Call (p_c)	0.88	1.00		0.89	0.00	1.00		0.00
Prob of Max Out (p_x)	0.09	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1706		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T	L (Prot)			

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	104	0	0	29	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1440	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	136	0	0	198	2	0	0	0
V/C Ratio (X)	0.76	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	325	0	0	740	325	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	33.5	0.0	0.0	32.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.7	0.0	0.0	33.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.68	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	707	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1436	0	133
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1436	0	848
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

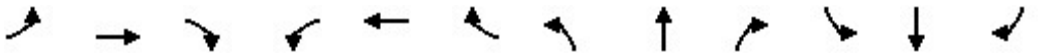
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	634	0	77	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1114	0	112	0	1217	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1114	0	719	0	1217	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	33.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	8.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	42.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	1.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.50	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	538	47	272	761	777	21	55	239	685	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1065	475	287	1362	607	297	312	265	772	418	354
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
Prop Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.17	0.17	0.17	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	107.5	52.9	45.2	113.4	44.5	192.7	62.3	63.7	88.1	75.8	55.1	57.7
Ln Grp LOS	F	D	D	F	D	F	E	E	F	E	E	E
Approach Vol, veh/h		703			1810			315			839	
Approach Delay, s/veh		61.5			118.5			82.1			72.3	
Approach LOS		E			F			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	35.0	60.0	46.1	36.1	20.2	74.8		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	28.8	0.0	36.0	28.2	13.6	0.0		
Green Ext Time (g_e), s	0.0	0.0	3.6	1.4	0.2	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.18	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	272	0	685	21	118	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	287	0	772	297	138	0	0	0
V/C Ratio (X)	0.95	0.00	0.89	0.07	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	287	0	946	488	186	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	73.6	0.0	66.6	62.2	80.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	39.8	0.0	9.2	0.1	26.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	113.4	0.0	75.8	62.3	107.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.3	0.0	15.1	0.8	5.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	1.0	0.0	1.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	15.4	0.0	16.1	0.8	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.37	0.00	1.36	0.32	1.63	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	538	51	55	0	761	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1065	418	312	0	1362	0	0
V/C Ratio (X)	0.00	0.51	0.12	0.18	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1065	512	512	0	1362	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	51.2	54.9	63.3	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.2	0.3	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.9	55.1	63.7	0.0	44.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.3	1.9	2.2	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.05	0.07	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	47	103	239	0	777	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	475	354	265	0	607	0	0
V/C Ratio (X)	0.00	0.10	0.29	0.90	0.00	1.28	0.00	0.00
Avail Cap (c_a), veh/h	0	475	434	434	0	607	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	44.8	57.1	72.4	0.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	15.7	0.0	138.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.2	57.7	88.1	0.0	192.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	3.9	10.7	0.0	26.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	1.2	0.0	23.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	3.9	11.9	0.0	50.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.80	0.39	0.00	7.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	640	0	0	550
Future Vol, veh/h	0	0	640	0	0	550
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	696	0	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	348	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	648	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	0	0	527	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	0	0	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	598
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	502
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	610	530	0	0	0
Future Vol, veh/h	0	610	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	663	576	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	576
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	516
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	516
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	982	705	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	436
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				516	0	0	0	1016	0	0	853	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				579	0		0	1898		0	1898	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.32	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					516			1016			853	
Approach Delay, s/veh					40.0			13.8			12.7	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		33.7		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		25.0		0.0		
Green Ext Time (g_e), s		0.0		2.2		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	516	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	579	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	713	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1016	0	0	0	853	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1898	0	0	0	1898	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1898	0	0	0	1898	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.8	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	847	0	515	0	847	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	847	0	634	0	847	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	353	745	745			0	1071	0	304	1065	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	523	820	820			0	1525		585	2023	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.43	0.00	0.07	0.57	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	32.9	45.8	45.8			0.0	24.7	0.0	17.6	13.5	0.0
Ln Grp LOS	C	D	D			A	C		B	B	A
Approach Vol, veh/h	1098						1071			1369	
Approach Delay, s/veh	41.6						24.7			14.4	
Approach LOS	D						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	13.2	46.8		34.2		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	6.3	0.0		26.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.4		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	353	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	511	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	585	0	0	523	0	0	0	0
V/C Ratio (X)	0.52	0.00	0.00	0.67	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	652	0	0	539	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	16.6	0.0	0.0	29.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	6.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1071	0	0	0	1065	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1525	0	0	0	2023	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	1525	0	0	0	2023	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	0.0	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	745	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	820	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	844	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

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

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

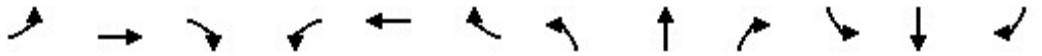
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	38	0	5	22	1201	120	0	1071	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1719	2439	538	1841	2381	661	1076	0	0	1321	0	0
Stage 1	1074	1074	-	1305	1305	-	-	-	-	-	-	-
Stage 2	645	1365	-	536	1076	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	31	488	47	34	405	644	-	-	519	-	-
Stage 1	235	294	-	169	228	-	-	-	-	-	-	-
Stage 2	427	214	-	496	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	30	488	45	33	405	644	-	-	519	-	-
Mov Cap-2 Maneuver	56	30	-	45	33	-	-	-	-	-	-	-
Stage 1	227	294	-	163	220	-	-	-	-	-	-	-
Stage 2	407	207	-	490	294	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	201.3	0.2	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	644	-	-	488	45	405	519	-	-
HCM Lane V/C Ratio	0.034	-	-	0.011	0.845	0.013	-	-	-
HCM Control Delay (s)	10.8	-	-	12.5	228.1	14	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	3.4	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	683	667	0	683	667	565	0	293	0	327	0	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.36	0.36	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.16	0.00	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	181.8	0.0	0.0	55.0	36.1	0.0	0.0	0.0	113.8	0.0	55.7
Ln Grp LOS	A	F	A	A	D	D	A	A	A	F	A	E
Approach Vol, veh/h		902			717			0			380	
Approach Delay, s/veh		171.0			50.5			0.0			105.5	
Approach LOS		F			D						F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		30.0	60.0	60.0		30.0
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.9		3.8
Max Q Clear (g_c+I1), s	0.0	55.5		0.0	5.0	42.1		25.5
Green Ext Time (g_e), s	0.0	0.0		0.0	0.1	5.4		0.0
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	54	0	0	326
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Perm LT Sat Flow (s_l), veh/h/ln	650	0	0	0	734	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	23.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Time to First Blk (g_f), s	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	327
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	327
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	848	0	0	0	549	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	53.5	0.0	0.0	0.0	40.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	53.5	0.0	0.0	0.0	40.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	667	0	293	0	667	0	0
V/C Ratio (X)	0.00	1.27	0.00	0.00	0.00	0.82	0.00	0.00
Avail Cap (c_a), veh/h	0	667	0	293	0	667	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	48.3	0.0	0.0	0.0	43.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	133.6	0.0	0.0	0.0	11.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	181.8	0.0	0.0	0.0	55.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.8	0.0	0.0	0.0	17.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	24.8	0.0	0.0	0.0	2.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	48.6	0.0	0.0	0.0	19.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.57	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	45.2	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	168	0	54
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	565	0	248
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	565	0	248
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	34.7	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	36.1	0.0	55.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	115.3
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1027	103	65	636	54	38	11	65	38	11	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	460	1167	989	249	1080	92	214	24	140	97	32	53
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
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.0	23.0	6.7	15.7	0.0	11.3	36.0	0.0	38.3	39.5	0.0	0.0
Ln Grp LOS	A	C	A	B	A	B	D	A	D	D	A	A
Approach Vol, veh/h		1168			755			114			87	
Approach Delay, s/veh		21.1			11.7			37.6			39.5	
Approach LOS		C			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	10.4	60.0		15.1	9.5	61.0		15.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.8		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.1	41.2		5.8	2.6	20.7		8.5
Green Ext Time (g_e), s	0.1	10.8		0.3	0.1	16.2		0.2
Prob of Phs Call (p_c)	0.79	1.00		0.99	0.59	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1356	1781			365

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		235		1700		316

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1386		144		528

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	65	0	0	38	38	0	0	87
Grp Sat Flow (s), veh/h/ln	1781	0	0	1356	1781	0	0	1208
Q Serve Time (g_s), s	1.1	0.0	0.0	0.0	0.6	0.0	0.0	2.7
Cycle Q Clear Time (g_c), s	1.1	0.0	0.0	2.4	0.6	0.0	0.0	6.5
Perm LT Sat Flow (s_l), veh/h/ln	498	0	0	1356	753	0	0	1344
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1266	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	8.6	54.4	0.0	0.0	8.6
Perm LT Serve Time (g_u), s	14.2	0.0	0.0	2.1	35.7	0.0	0.0	4.9
Perm LT Q Serve Time (g_ps), s	5.9	0.0	0.0	0.0	1.0	0.0	0.0	2.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	249	0	0	214	460	0	0	182
V/C Ratio (X)	0.26	0.00	0.00	0.18	0.08	0.00	0.00	0.48
Avail Cap (c_a), veh/h	656	0	0	513	887	0	0	510
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.2	0.0	0.0	35.7	6.9	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.1	0.0	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.7	0.0	0.0	36.0	7.0	0.0	0.0	39.5
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	0.7	0.2	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.8	0.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.04	0.02	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	1027	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1167	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1167	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	103	0	76	0	690	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1621	0	1844	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	3.8	0.0	18.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	3.8	0.0	18.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.08	0.00	0.44
Lane Grp Cap (c), veh/h	0	989	0	164	0	1172	0	0
V/C Ratio (X)	0.00	0.10	0.00	0.46	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	989	0	521	0	1172	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	0.0	36.3	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.0	0.0	2.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	38.3	0.0	11.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.5	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.6	0.0	5.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.09	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	109	973	761	54	38	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1979	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	1191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	68	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	48	391
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	812	-	-	-	160	391
HCM Lane V/C Ratio	0.134	-	-	-	0.238	0.139
HCM Control Delay (s)	10.1	0	-	-	34.4	15.7
HCM Lane LOS	B	A	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.9	0.5

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	853	652	5	5	228

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1900	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	1245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	76	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	46	466
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	271	-

Approach	EB	WB	SW
HCM Control Delay, s	1.8	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	445
HCM Lane V/C Ratio	0.21	-	-	-	0.525
HCM Control Delay (s)	9.9	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	3

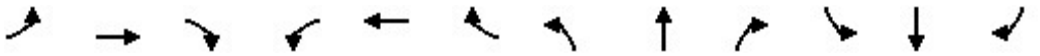
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	815	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	408
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	-	-	0	0	593
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	728	92	337	701	120	54	11	179	43	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	382	1072	909	768	1130	958	258	14	229	122	73	179
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
Prop Arrive On Green	0.03	0.57	0.57	0.06	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.1	17.3	9.2	11.8	14.2	8.2	36.9	0.0	43.5	46.5	0.0	34.6
Ln Grp LOS	A	B	A	B	B	A	D	A	D	D	A	C
Approach Vol, veh/h		858			1158			244			81	
Approach Delay, s/veh		16.1			12.9			42.1			40.9	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.5	60.0		20.6	9.6	62.9		20.6
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.2		4.1	3.8	7.9		4.2
Max Q Clear (g_c+I1), s	5.6	27.3		12.7	2.7	24.1		16.0
Green Ext Time (g_e), s	0.4	13.9		0.6	0.0	14.0		0.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.63	1.00		0.88
Prob of Max Out (p_x)	1.00	0.00		0.01	0.06	0.00		0.04

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1370	1781			1193

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		93		1870		480

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1507		1585		1178

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	337	0	0	54	38	0	0	43
Grp Sat Flow (s), veh/h/ln	1728	0	0	1370	1781	0	0	1193
Q Serve Time (g_s), s	3.6	0.0	0.0	3.3	0.7	0.0	0.0	3.4
Cycle Q Clear Time (g_c), s	3.6	0.0	0.0	5.2	0.7	0.0	0.0	14.0
Perm LT Sat Flow (s_l), veh/h/ln	647	0	0	1370	666	0	0	1193
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	14.1	56.3	0.0	0.0	14.1
Perm LT Serve Time (g_u), s	28.1	0.0	0.0	12.3	34.2	0.0	0.0	3.5
Perm LT Q Serve Time (g_ps), s	8.9	0.0	0.0	3.3	1.3	0.0	0.0	3.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	768	0	0	258	382	0	0	122
V/C Ratio (X)	0.44	0.00	0.00	0.21	0.10	0.00	0.00	0.35
Avail Cap (c_a), veh/h	860	0	0	396	484	0	0	242
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.4	0.0	0.0	36.5	9.0	0.0	0.0	44.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.1	0.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	0.0	36.9	9.1	0.0	0.0	46.5
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	1.1	0.2	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.1	0.0	0.0	1.1	0.2	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.16	0.03	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	728	0	0	0	701	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	25.3	0.0	0.0	0.0	22.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.3	0.0	0.0	0.0	22.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1072	0	0	0	1130	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	1072	0	0	0	1130	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	14.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	0.0	0.0	7.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.7	0.0	0.0	0.0	8.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	92	0	190	0	120	0	38
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1658
Q Serve Time (g_s), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	909	0	243	0	958	0	252
V/C Ratio (X)	0.00	0.10	0.00	0.78	0.00	0.13	0.00	0.15
Avail Cap (c_a), veh/h	0	909	0	404	0	958	0	418
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.0	0.0	38.0	0.0	7.9	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.5	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	43.5	0.0	8.2	0.0	34.6
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	4.1	0.0	0.8	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	4.4	0.0	0.9	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.19	0.00	0.01	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1000	739	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	739
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	54	304	82	65	16	158	739	54	22	772	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	400	55	309	105	86	21	398	1854	135	367	1830	52
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
Prop Arrive On Green	0.22	0.22	0.22	0.06	0.06	0.06	0.05	0.55	0.55	0.02	0.52	0.52
Unsig. Movement Delay												
Ln Grp Delay, s/veh	57.5	0.0	108.9	91.3	0.0	90.0	19.5	23.3	23.3	19.4	26.9	26.8
Ln Grp LOS	E	A	F	F	A	F	B	C	C	B	C	C
Approach Vol, veh/h		521			163			951			816	
Approach Delay, s/veh		92.8			90.7			22.6			26.6	
Approach LOS		F			F			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	10.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.2	100.7	45.0	16.6	15.0	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	4.0	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	3.0	23.7	39.7	9.8	9.0	25.1		
Green Ext Time (g_e), s	0.0	7.6	0.0	0.3	0.0	7.9		
Prob of Phs Call (p_c)	0.65	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.03	0.00	1.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3358	245	1449		3529		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		245	1378	357		101		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	22	0	163	82	158	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	13.4	7.8	7.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	13.4	7.8	7.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	684	0	1781	1781	684	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	90.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	73.0	0.0	0.0	0.0	65.9	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	7.5	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	367	0	400	105	398	0	0	0
V/C Ratio (X)	0.06	0.00	0.41	0.78	0.40	0.00	0.00	0.00
Avail Cap (c_a), veh/h	427	0	400	275	398	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	19.4	0.0	56.8	79.6	18.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.7	11.7	0.6	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	19.4	0.0	57.5	91.3	19.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	6.0	3.6	2.8	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.3	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	6.1	3.9	2.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.09	0.00	1.48	0.90	0.49	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	391	0	0	0	389	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	21.7	0.0	0.0	0.0	23.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	0.0	0.0	0.0	23.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	981	0	0	0	921	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.00	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	981	0	0	0	921	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.1	0.0	0.0	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	0.0	0.0	0.0	26.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.9	0.0	0.0	0.0	9.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.2	0.0	0.0	0.0	10.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.00	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	T+R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	402	358	81	0	405	0	0
Grp Sat Flow (s), veh/h/ln	0	1826	1622	1806	0	1852	0	0
Q Serve Time (g_s), s	0.0	21.7	37.7	7.6	0.0	23.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	21.7	37.7	7.6	0.0	23.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.13	0.85	0.20	0.00	0.05	0.00	0.00
Lane Grp Cap (c), veh/h	0	1008	364	107	0	961	0	0
V/C Ratio (X)	0.00	0.40	0.98	0.76	0.00	0.42	0.00	0.00
Avail Cap (c_a), veh/h	0	1008	364	279	0	961	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.1	66.3	79.5	0.0	25.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	42.7	10.5	0.0	1.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.3	108.9	90.0	0.0	26.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	15.5	3.5	0.0	10.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	4.3	0.3	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.5	19.8	3.8	0.0	10.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.38	0.10	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	147	147	772	668	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1392	378	755	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	680	-	-	-	-	-
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	133	620	851	-	-	-
Stage 1	447	-	-	-	-	-
Stage 2	465	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	620	851	-	-	-
Mov Cap-2 Maneuver	237	-	-	-	-	-
Stage 1	370	-	-	-	-	-
Stage 2	465	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	14.4	1.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	851	-	237	620	-	-
HCM Lane V/C Ratio	0.172	-	0.138	0.237	-	-
HCM Control Delay (s)	10.1	-	22.6	12.6	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	0.9	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	76	65	380	196	92	326	43	326	576	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	414	676	134	83	552	246	114	1358	178	391	1702	759
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
Prop Arrive On Green	0.12	0.23	0.23	0.05	0.16	0.16	0.06	0.43	0.43	0.11	0.48	0.48
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.0	53.4	53.6	86.5	62.8	69.8	82.7	28.2	28.3	70.6	25.1	26.5
Ln Grp LOS	E	D	D	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		804			641			461			1185	
Approach Delay, s/veh		60.7			67.3			39.1			37.9	
Approach LOS		E			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	23.7	72.5	24.7	30.9	16.2	80.0	13.5	42.0
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	16.0	0.0	17.0	20.1	9.7	0.0	7.5	19.5
Green Ext Time (g_e), s	1.1	0.0	1.2	3.5	0.2	0.0	0.1	2.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.98	1.00	0.94	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.07	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3160		3554		3554		2956

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		413		1585		1585		586

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	326	0	348	0	92	0	65	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	14.0	0.0	15.0	0.0	7.7	0.0	5.5	0.0
Cycle Q Clear Time (g_c), s	14.0	0.0	15.0	0.0	7.7	0.0	5.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	391	0	414	0	114	0	83	0
V/C Ratio (X)	0.83	0.00	0.84	0.00	0.81	0.00	0.79	0.00
Avail Cap (c_a), veh/h	991	0	991	0	276	0	158	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	65.9	0.0	65.4	0.0	70.1	0.0	71.6	0.0
Incr Delay (d2), s/veh	4.7	0.0	4.7	0.0	12.6	0.0	14.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	70.6	0.0	70.0	0.0	82.7	0.0	86.5	0.0
1st-Term Q (Q1), veh/ln	6.0	0.0	6.6	0.0	3.4	0.0	2.5	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	6.3	0.0	6.8	0.0	3.8	0.0	2.8	0.0
%ile Storage Ratio (RQ%)	0.45	0.00	0.55	0.00	0.44	0.00	0.43	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		T
Lanes in Grp	0	1	0	2	0	2	0	1
Grp Vol (v), veh/h	0	182	0	380	0	576	0	227
Grp Sat Flow (s), veh/h/ln	0	1777	0	1777	0	1777	0	1777
Q Serve Time (g_s), s	0.0	9.9	0.0	15.3	0.0	15.3	0.0	17.1
Cycle Q Clear Time (g_c), s	0.0	9.9	0.0	15.3	0.0	15.3	0.0	17.1
Lane Grp Cap (c), veh/h	0	764	0	552	0	1702	0	406
V/C Ratio (X)	0.00	0.24	0.00	0.69	0.00	0.34	0.00	0.56
Avail Cap (c_a), veh/h	0	764	0	1937	0	1702	0	1320
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.5	0.0	60.6	0.0	24.6	0.0	51.7
Incr Delay (d2), s/veh	0.0	0.7	0.0	2.2	0.0	0.5	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.2	0.0	62.8	0.0	25.1	0.0	53.4
1st-Term Q (Q1), veh/ln	0.0	4.1	0.0	6.8	0.0	6.2	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.1	0.0	0.2

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.2	0.0	7.0	0.0	6.3	0.0	7.8
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.09	0.00	0.10	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	196	0	283	0	229
Grp Sat Flow (s), veh/h/ln	0	1796	0	1585	0	1585	0	1765
Q Serve Time (g_s), s	0.0	10.1	0.0	18.1	0.0	17.2	0.0	17.5
Cycle Q Clear Time (g_c), s	0.0	10.1	0.0	18.1	0.0	17.2	0.0	17.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	1.00	0.00	0.33
Lane Grp Cap (c), veh/h	0	772	0	246	0	759	0	404
V/C Ratio (X)	0.00	0.24	0.00	0.80	0.00	0.37	0.00	0.57
Avail Cap (c_a), veh/h	0	772	0	864	0	759	0	1311
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	27.5	0.0	61.8	0.0	25.1	0.0	51.9
Incr Delay (d2), s/veh	0.0	0.7	0.0	8.0	0.0	1.4	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	28.3	0.0	69.8	0.0	26.5	0.0	53.6
1st-Term Q (Q1), veh/ln	0.0	4.2	0.0	7.3	0.0	6.5	0.0	7.7
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.6	0.0	0.3	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.3	0.0	7.8	0.0	6.8	0.0	7.9
%ile Storage Ratio (RQ%)	0.00	0.09	0.00	0.44	0.00	0.28	0.00	0.39
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.1
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	310	174	33	54	353

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	979	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	277	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	218	851
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	707
HCM Lane V/C Ratio	0.175	-	-	-	0.577
HCM Control Delay (s)	8.2	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	3.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	951	1158	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	579
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	-	-	0	0	458
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	458
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	586	48	104	707	0	29	0	77	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	1030	84	136	1436	1217	198	0	112	0	133	0
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
Prop Arrive On Green	0.00	0.60	0.60	0.08	0.77	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	11.0	43.7	4.4	0.0	33.0	0.0	42.1	0.0	0.0	0.0
Ln Grp LOS	A	A	B	D	A	A	C	A	D	A	A	A
Approach Vol, veh/h		634			811			106			0	
Approach Delay, s/veh		11.0			9.4			39.6			0.0	
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	12.1	50.0		11.7	0.0	62.1		11.7
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	6.2	17.3		5.5	0.0	12.4		0.0
Green Ext Time (g_e), s	0.2	3.2		0.4	0.0	3.7		0.0
Prob of Phs Call (p_c)	0.88	1.00		0.89	0.00	1.00		0.00
Prob of Max Out (p_x)	0.09	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1706		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T	L (Prot)			

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	104	0	0	29	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1440	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	136	0	0	198	2	0	0	0
V/C Ratio (X)	0.76	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	325	0	0	740	325	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	33.5	0.0	0.0	32.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.7	0.0	0.0	33.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.68	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	707	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1436	0	133
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1436	0	848
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

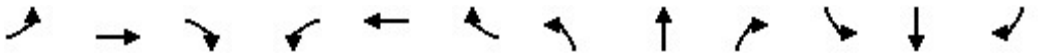
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	634	0	77	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1114	0	112	0	1217	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1114	0	719	0	1217	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	33.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	8.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	42.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	1.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.50	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	538	47	272	761	777	21	55	239	685	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1065	475	287	1362	607	297	312	265	772	418	354
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
Prop Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.17	0.17	0.17	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	107.5	52.9	45.2	113.4	44.5	192.7	62.3	63.7	88.1	75.8	55.1	57.7
Ln Grp LOS	F	D	D	F	D	F	E	E	F	E	E	E
Approach Vol, veh/h		703			1810			315			839	
Approach Delay, s/veh		61.5			118.5			82.1			72.3	
Approach LOS		E			F			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	35.0	60.0	46.1	36.1	20.2	74.8		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	28.8	0.0	36.0	28.2	13.6	0.0		
Green Ext Time (g_e), s	0.0	0.0	3.6	1.4	0.2	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.18	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	272	0	685	21	118	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	287	0	772	297	138	0	0	0
V/C Ratio (X)	0.95	0.00	0.89	0.07	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	287	0	946	488	186	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	73.6	0.0	66.6	62.2	80.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	39.8	0.0	9.2	0.1	26.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	113.4	0.0	75.8	62.3	107.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.3	0.0	15.1	0.8	5.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	1.0	0.0	1.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	15.4	0.0	16.1	0.8	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.37	0.00	1.36	0.32	1.63	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	538	51	55	0	761	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1065	418	312	0	1362	0	0
V/C Ratio (X)	0.00	0.51	0.12	0.18	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1065	512	512	0	1362	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	51.2	54.9	63.3	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.2	0.3	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.9	55.1	63.7	0.0	44.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.3	1.9	2.2	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.05	0.07	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	47	103	239	0	777	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	475	354	265	0	607	0	0
V/C Ratio (X)	0.00	0.10	0.29	0.90	0.00	1.28	0.00	0.00
Avail Cap (c_a), veh/h	0	475	434	434	0	607	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	44.8	57.1	72.4	0.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	15.7	0.0	138.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.2	57.7	88.1	0.0	192.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	3.9	10.7	0.0	26.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	1.2	0.0	23.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	3.9	11.9	0.0	50.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.80	0.39	0.00	7.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	640	0	0	550
Future Vol, veh/h	0	0	640	0	0	550
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	696	0	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	348	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	648	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	0	0	527	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	0	0	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	598
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	502
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	610	530	0	0	0
Future Vol, veh/h	0	610	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	663	576	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	576
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	516
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	516
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	565	788	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	788
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	391
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	391
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				288	0	0	0	538	0	0	663	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				363	0		0	2238		0	2238	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.20	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				33.4	0.0	0.0	0.0	6.0	0.0	0.0	6.3	0.0
Ln Grp LOS				C	A		A	A		A	A	
Approach Vol, veh/h					288			538			663	
Approach Delay, s/veh					33.4			6.0			6.3	
Approach LOS					C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		21.0		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		12.9		0.0		
Green Ext Time (g_e), s		0.0		1.6		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		

Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	288	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	363	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	841	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	538	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2238	0	0	0	2238	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	2238	0	0	0	2238	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.7	0.0	0.0	0.0	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	0.0	0.0	6.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	998	0	323	0	998	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	998	0	748	0	998	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	158	391	391			0	929	0	212	739	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	343	537	537			0	1819		779	2313	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.19	0.19			0.00	0.51	0.00	0.06	0.65	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	30.8	33.9	33.9			0.0	14.3	0.0	9.4	6.7	0.0
Ln Grp LOS	C	C	C			A	B		A	A	A
Approach Vol, veh/h	549						929			951	
Approach Delay, s/veh	33.0						14.3			7.3	
Approach LOS	C						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	11.5	48.5		22.3		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	4.2	0.0		12.8		0.0		
Green Ext Time (g_e), s	0.4	0.0		3.0		0.0		
Prob of Phs Call (p_c)	0.99	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		0.07		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	212	0	0	158	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	584	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	779	0	0	343	0	0	0	0
V/C Ratio (X)	0.27	0.00	0.00	0.46	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	928	0	0	617	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.1	0.0	0.0	29.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	0.0	30.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	2.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	2.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	929	0	0	0	739	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1819	0	0	0	2313	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1819	0	0	0	2313	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	6.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	391	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	537	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	966	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

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

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

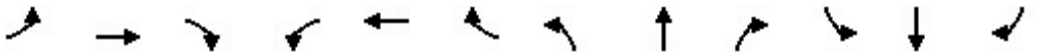
Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	65	0	11	5	761	76	0	1005	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1855	505	1312	1819	419	1010	0	0	837	0	0
Stage 1	1008	1008	-	809	809	-	-	-	-	-	-	-
Stage 2	391	847	-	503	1010	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	73	512	116	77	583	682	-	-	793	-	-
Stage 1	258	316	-	340	392	-	-	-	-	-	-	-
Stage 2	605	376	-	519	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	72	512	114	76	583	682	-	-	793	-	-
Mov Cap-2 Maneuver	98	72	-	114	76	-	-	-	-	-	-	-
Stage 1	256	316	-	338	389	-	-	-	-	-	-	-
Stage 2	589	373	-	513	316	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.1	63.5	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	682	-	-	512	114	583	793	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.572	0.019	-	-	-
HCM Control Delay (s)	10.3	-	-	12.1	72.2	11.3	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.8	0.1	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	429	0	0	663	375	0	0	0	158	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	726	1347	0	726	709	601	0	194	0	236	0	165
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
Prop Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.10	0.00	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	31.6	0.0	0.0	63.4	40.5	0.0	0.0	0.0	65.5	0.0	58.8
Ln Grp LOS	A	C	A	A	E	D	A	A	A	E	A	E
Approach Vol, veh/h		467			1038			0			196	
Approach Delay, s/veh		29.0			55.1			0.0			64.2	
Approach LOS		C			E						E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		21.2	60.0	60.0		21.2
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.8		3.8
Max Q Clear (g_c+I1), s	0.0	14.0		0.0	4.1	50.1		14.3
Green Ext Time (g_e), s	0.0	9.4		0.0	0.1	2.2		0.4
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	38	0	0	158
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Perm LT Sat Flow (s_l), veh/h/ln	959	0	0	0	544	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	14.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Time to First Blk (g_f), s	0.0	0.0	0.0	14.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	236
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	348
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	1	0	0
Grp Vol (v), veh/h	0	429	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	12.0	0.0	0.0	0.0	48.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.0	0.0	0.0	0.0	48.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1347	0	194	0	709	0	0
V/C Ratio (X)	0.00	0.32	0.00	0.00	0.00	0.94	0.00	0.00
Avail Cap (c_a), veh/h	0	1347	0	311	0	709	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	31.0	0.0	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	0.0	0.0	21.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	31.6	0.0	0.0	0.0	63.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.0	0.0	0.0	0.0	20.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	4.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.1	0.0	0.0	0.0	25.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	375	0	38
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	601	0	165
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	0	0	601	0	264
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	35.7	0.0	58.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	40.5	0.0	58.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	10.8	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.09	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	49.0
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	495	76	92	913	38	65	27	27	54	27	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	408	2146	957	626	2229	93	217	106	106	110	48	82
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
Prop Arrive On Green	0.01	0.60	0.60	0.05	0.64	0.64	0.12	0.12	0.12	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	6.1	8.3	7.4	5.9	8.8	8.8	37.0	0.0	35.7	40.3	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		582			1043			119			146	
Approach Delay, s/veh		8.2			8.5			36.4			40.3	
Approach LOS		A			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.0	60.0		17.4	7.7	63.3		17.4
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.2		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.7	7.7		7.2	2.2	13.3		10.6
Green Ext Time (g_e), s	0.2	11.0		0.3	0.0	22.9		0.4
Prob of Phs Call (p_c)	0.90	1.00		1.00	0.24	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1304	1781			436

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		858		3476		386

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		145		659

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	65	11	0	0	146
Grp Sat Flow (s), veh/h/ln	1781	0	0	1304	1781	0	0	1481
Q Serve Time (g_s), s	1.7	0.0	0.0	0.0	0.2	0.0	0.0	6.0
Cycle Q Clear Time (g_c), s	1.7	0.0	0.0	5.2	0.2	0.0	0.0	8.6
Perm LT Sat Flow (s_l), veh/h/ln	841	0	0	1304	590	0	0	1371
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1038	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	10.9	56.7	0.0	0.0	10.9
Perm LT Serve Time (g_u), s	47.7	0.0	0.0	2.4	45.4	0.0	0.0	8.4
Perm LT Q Serve Time (g_ps), s	0.7	0.0	0.0	0.0	0.2	0.0	0.0	6.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	626	0	0	217	408	0	0	239
V/C Ratio (X)	0.15	0.00	0.00	0.30	0.03	0.00	0.00	0.61
Avail Cap (c_a), veh/h	1009	0	0	461	858	0	0	526
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	5.8	0.0	0.0	36.2	6.0	0.0	0.0	37.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.0	0.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.9	0.0	0.0	37.0	6.1	0.0	0.0	40.3
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	1.3	0.1	0.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.4	0.0	0.0	1.4	0.1	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.08	0.01	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	495	0	0	0	467	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	5.7	0.0	0.0	0.0	11.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.7	0.0	0.0	0.0	11.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	2146	0	0	0	1139	0	0
V/C Ratio (X)	0.00	0.23	0.00	0.00	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	2146	0	0	0	1139	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.1	0.0	0.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.3	0.0	0.0	0.0	8.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	0.0	0.0	3.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	0.0	0.0	3.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	76	0	54	0	484	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1844	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	2.5	0.0	11.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	2.5	0.0	11.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.08	0.00	0.45
Lane Grp Cap (c), veh/h	0	957	0	212	0	1183	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.25	0.00	0.41	0.00	0.00
Avail Cap (c_a), veh/h	0	957	0	534	0	1183	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.3	0.0	35.0	0.0	7.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.4	0.0	35.7	0.0	8.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.1	0.0	3.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	1.1	0.0	3.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.6
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	38	495	870	11	33	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	881	0	-	0	1200	441
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	324	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	763	-	-	-	178	564
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	705	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	763	-	-	-	166	564
Mov Cap-2 Maneuver	-	-	-	-	273	-
Stage 1	-	-	-	-	343	-
Stage 2	-	-	-	-	705	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	14.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	763	-	-	-	273	564
HCM Lane V/C Ratio	0.05	-	-	-	0.119	0.212
HCM Control Delay (s)	10	0.3	-	-	20	13.1
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	0.8

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	516	652	5	5	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1065	329
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	410	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	926	-	-	-	218	667
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	193	667
Mov Cap-2 Maneuver	-	-	-	-	315	-
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SW
HCM Control Delay, s	1.5	0	12.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	926	-	-	-	640
HCM Lane V/C Ratio	0.082	-	-	-	0.229
HCM Control Delay (s)	9.2	0.4	-	-	12.3
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	940	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	470
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	-	-	0	0	540
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	516	38	92	489	33	92	11	261	11	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	560	1973	880	1109	2095	934	329	12	296	105	166	166
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
Prop Arrive On Green	0.01	0.56	0.56	0.05	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.9	11.5	9.8	8.1	9.7	8.3	34.8	0.0	55.0	46.4	0.0	31.8
Ln Grp LOS	A	B	A	A	A	A	C	A	D	D	A	C
Approach Vol, veh/h		565			614			364			33	
Approach Delay, s/veh		11.3			9.4			49.9			36.6	
Approach LOS		B			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	11.1	60.0		25.1	7.8	63.3		25.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.4		4.1	3.8	8.5		4.2
Max Q Clear (g_c+I1), s	3.0	9.3		17.9	2.2	8.3		18.9
Green Ext Time (g_e), s	0.1	11.2		0.7	0.0	10.6		0.0
Prob of Phs Call (p_c)	0.91	1.00		1.00	0.25	1.00		0.59
Prob of Max Out (p_x)	0.14	0.00		0.50	0.01	0.00		0.58

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1390	1781			1107

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		64		3554		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1530		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	92	11	0	0	11
Grp Sat Flow (s), veh/h/ln	1728	0	0	1390	1781	0	0	1107
Q Serve Time (g_s), s	1.0	0.0	0.0	5.6	0.2	0.0	0.0	0.9
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	6.6	0.2	0.0	0.0	16.9
Perm LT Sat Flow (s_l), veh/h/ln	829	0	0	1390	880	0	0	1107
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	18.6	56.7	0.0	0.0	18.6
Perm LT Serve Time (g_u), s	46.1	0.0	0.0	17.6	50.4	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	0.4	0.0	0.0	5.6	0.1	0.0	0.0	0.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	1109	0	0	329	560	0	0	105
V/C Ratio (X)	0.08	0.00	0.00	0.28	0.02	0.00	0.00	0.10
Avail Cap (c_a), veh/h	1250	0	0	400	693	0	0	162
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.1	0.0	0.0	34.4	7.8	0.0	0.0	45.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.1	0.0	0.0	34.8	7.9	0.0	0.0	46.4
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	1.8	0.1	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	1.9	0.1	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.27	0.01	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	516	0	0	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	7.3	0.0	0.0	0.0	6.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.3	0.0	0.0	0.0	6.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1973	0	0	0	2095	0	0
V/C Ratio (X)	0.00	0.26	0.00	0.00	0.00	0.23	0.00	0.00
Avail Cap (c_a), veh/h	0	1973	0	0	0	2095	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.1	0.0	0.0	0.0	9.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.5	0.0	0.0	0.0	9.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	2.4	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	2.5	0.0	0.0	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.02	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	38	0	272	0	33	0	22
Grp Sat Flow (s), veh/h/ln	0	1585	0	1595	0	1585	0	1716
Q Serve Time (g_s), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	880	0	309	0	934	0	332
V/C Ratio (X)	0.00	0.04	0.00	0.88	0.00	0.04	0.00	0.07
Avail Cap (c_a), veh/h	0	880	0	390	0	934	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	37.7	0.0	8.3	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	17.3	0.0	0.1	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.8	0.0	55.0	0.0	8.3	0.0	31.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	6.0	0.0	0.2	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	7.5	0.0	0.3	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.33	0.00	0.03	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.0
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	870	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	870
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	350
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	33	71	33	22	22	120	701	49	27	511	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	206	216	183	69	33	33	535	1115	78	380	1110	59
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
Prop Arrive On Green	0.12	0.12	0.12	0.04	0.04	0.04	0.04	0.65	0.65	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.3	56.5	59.1	71.6	0.0	77.9	10.4	0.0	17.4	12.5	0.0	14.9
Ln Grp LOS	E	E	E	E	A	E	B	A	B	B	A	B
Approach Vol, veh/h		278			77			870			565	
Approach Delay, s/veh		65.8			75.2			16.5			14.8	
Approach LOS		E			E			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	9.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.3	97.2	22.8	11.9	11.4	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	2.8	36.2	15.5	5.6	5.4	23.3		
Green Ext Time (g_e), s	0.0	8.5	0.8	0.1	0.1	5.4		
Prob of Phs Call (p_c)	0.65	1.00	1.00	0.95	0.99	1.00		
Prob of Max Out (p_x)	0.03	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		1728	1870	858		1761		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		121	1585	858		93		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	27	0	174	33	120	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	712	0	1781	1781	867	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	89.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	57.0	0.0	0.0	0.0	67.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.3	0.0	0.0	0.0	3.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	380	0	206	69	535	0	0	0
V/C Ratio (X)	0.07	0.00	0.84	0.48	0.22	0.00	0.00	0.00
Avail Cap (c_a), veh/h	452	0	486	334	580	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	12.4	0.0	61.2	66.5	10.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.1	5.1	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.5	0.0	70.3	71.6	10.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	6.0	1.2	1.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	6.6	1.3	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	1.59	0.29	0.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment			T					
Lanes in Grp	0	0	1	0	0	0	0	0
Grp Vol (v), veh/h	0	0	33	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1870	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	216	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	510	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	56.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	750	71	44	0	538	0	0
Grp Sat Flow (s), veh/h/ln	0	1849	1585	1716	0	1854	0	0
Q Serve Time (g_s), s	0.0	34.2	5.9	3.6	0.0	21.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	34.2	5.9	3.6	0.0	21.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.50	0.00	0.05	0.00	0.00
Lane Grp Cap (c), veh/h	0	1193	183	66	0	1168	0	0
V/C Ratio (X)	0.00	0.63	0.39	0.67	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1193	432	322	0	1168	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.9	57.8	67.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	1.3	10.9	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.4	59.1	77.9	0.0	14.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.1	2.3	1.6	0.0	8.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.9	2.4	1.8	0.0	9.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.41	0.05	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	98	190	707	413	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	446	478	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	1087	-	-	-	-	-
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	128	612	1084	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	612	1084	-	-	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	14.8	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	1084	-	228	612	-	-
HCM Lane V/C Ratio	0.175	-	0.143	0.16	-	-
HCM Control Delay (s)	9	-	23.4	12	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	326	54	22	212	207	65	293	33	141	228	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	427	405	67	36	291	247	83	1543	172	196	1736	774
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
Prop Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.05	0.48	0.48	0.06	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.3	0.0	56.2	88.3	64.7	71.3	84.5	22.7	22.7	74.0	21.0	23.1
Ln Grp LOS	E	A	E	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		739			441			391			570	
Approach Delay, s/veh		62.1			69.0			33.0			34.8	
Approach LOS		E			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	14.9	78.5	24.9	30.5	13.5	80.0	9.5	45.9
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	8.0	0.0	17.1	20.9	7.4	0.0	3.8	31.0
Green Ext Time (g_e), s	0.5	0.0	1.3	2.3	0.1	0.0	0.0	2.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.93	1.00	0.60	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3223		1870		3554		1565

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		360		1585		1585		259

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	141	0	359	0	65	0	22	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	196	0	427	0	83	0	36	0
V/C Ratio (X)	0.72	0.00	0.84	0.00	0.78	0.00	0.62	0.00
Avail Cap (c_a), veh/h	1010	0	1010	0	281	0	162	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	69.0	0.0	63.8	0.0	70.2	0.0	72.3	0.0
Incr Delay (d2), s/veh	4.9	0.0	4.5	0.0	14.4	0.0	15.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.0	0.0	68.3	0.0	84.5	0.0	88.3	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	6.6	0.0	2.4	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.3	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.7	0.0	6.9	0.0	2.7	0.0	1.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.56	0.00	0.31	0.00	0.15	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	160	0	212	0	228	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	7.7	0.0	16.1	0.0	5.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.7	0.0	16.1	0.0	5.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	851	0	291	0	1736	0	0
V/C Ratio (X)	0.00	0.19	0.00	0.73	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	851	0	1039	0	1736	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.2	0.0	59.8	0.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.9	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	64.7	0.0	21.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	7.5	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	7.9	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.10	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	166	0	207	0	201	0	380
Grp Sat Flow (s), veh/h/ln	0	1806	0	1585	0	1585	0	1824
Q Serve Time (g_s), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	29.0
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	29.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.20	0.00	1.00	0.00	1.00	0.00	0.14
Lane Grp Cap (c), veh/h	0	865	0	247	0	774	0	472
V/C Ratio (X)	0.00	0.19	0.00	0.84	0.00	0.26	0.00	0.80
Avail Cap (c_a), veh/h	0	865	0	881	0	774	0	1381
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	61.0	0.0	22.3	0.0	51.6
Incr Delay (d2), s/veh	0.0	0.5	0.0	10.3	0.0	0.8	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	71.3	0.0	23.1	0.0	56.2
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	7.6	0.0	4.1	0.0	13.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.7	0.0	0.2	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	8.3	0.0	4.3	0.0	13.8
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.10	0.00	0.18	0.00	0.68
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	98	98	43	22	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	436	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	-	578	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	532	931
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	865
HCM Lane V/C Ratio	0.075	-	-	-	0.182
HCM Control Delay (s)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	842	652	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	652
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	467
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	467
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	643	8	27	504	0	0	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	3	1244	15	42	1491	1263	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.02	0.80	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.9	49.9	2.5	0.0	0.0	0.0	58.7	0.0	0.0	0.0
Ln Grp LOS	A	A	A	D	A	A	A	A	E	A	A	A
Approach Vol, veh/h		651			531			26			0	
Approach Delay, s/veh		6.9			4.9			58.7			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	8.1	50.0		8.0	0.0	58.1		8.0
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.0	13.5		3.1	0.0	6.9		0.0
Green Ext Time (g_e), s	0.0	3.4		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.39	1.00		0.38	0.00	1.00		0.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1843		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		23		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)				L (Prot)			

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	27	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	42	0	0	0	3	0	0	0
V/C Ratio (X)	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	364	0	0	0	364	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	504	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1491	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	948	0	1491	0	948
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	651	0	26	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1260	0	36	0	1263	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.71	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1260	0	804	0	1263	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	32.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	26.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	0.0	58.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	604	16	163	478	489	20	21	180	318	12	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	64	1514	675	196	1777	793	240	252	214	414	224	190
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
Prop Arrive On Green	0.04	0.43	0.43	0.11	0.50	0.50	0.13	0.13	0.13	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	83.1	25.8	21.0	67.0	18.6	26.4	47.9	47.9	63.6	57.5	49.3	50.5
Ln Grp LOS	F	C	C	E	B	C	D	D	E	E	D	D
Approach Vol, veh/h		669			1130			221			364	
Approach Delay, s/veh		29.9			28.9			60.7			56.5	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	20.4	60.7	21.6	23.5	11.1	70.0		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	13.3	0.0	13.3	16.0	5.4	0.0		
Green Ext Time (g_e), s	0.6	0.0	1.9	1.0	0.1	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.82	1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	163	0	318	20	49	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	196	0	414	240	64	0	0	0
V/C Ratio (X)	0.83	0.00	0.77	0.08	0.76	0.00	0.00	0.00
Avail Cap (c_a), veh/h	402	0	1328	685	261	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	55.0	0.0	53.8	47.8	60.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.0	3.6	0.2	22.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.0	0.0	57.5	47.9	83.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.0	0.0	4.9	0.6	1.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.2	0.0	0.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.7	0.0	5.1	0.6	2.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.88	0.00	0.43	0.22	0.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	604	12	21	0	478	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1514	224	252	0	1777	0	0
V/C Ratio (X)	0.00	0.40	0.05	0.08	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1514	719	719	0	1777	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.0	49.2	47.8	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	49.3	47.9	0.0	18.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.3	0.6	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.3	0.6	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.01	0.02	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	16	34	180	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	675	190	214	0	793	0	0
V/C Ratio (X)	0.00	0.02	0.18	0.84	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	675	609	609	0	793	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.0	49.9	53.3	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.5	10.3	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	50.5	63.6	0.0	26.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	1.0	5.6	0.0	10.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	1.0	6.2	0.0	11.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.20	0.20	0.00	1.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	320	0	0	330
Future Vol, veh/h	0	0	320	0	0	330
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	348	0	0	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	174	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	839	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	839	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	190	0	0	220	0	0
Future Vol, veh/h	190	0	0	220	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	0	0	239	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	207
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	833
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	833
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	0	0	250	0	0
Future Vol, veh/h	210	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	272	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	114
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	0	0	-	0	918
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	918
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	280	320	0	0	0
Future Vol, veh/h	0	280	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	348	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	174
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	-	-	0	0	839
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	839
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	712	993	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	993
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	298
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				305	0	0	0	651	0	0	816	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				369	0		0	2323		0	2323	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	6.4	0.0	0.0	7.0	0.0
Ln Grp LOS				D	A		A	A		A	A	
Approach Vol, veh/h					305			651			816	
Approach Delay, s/veh					40.0			6.4			7.0	
Approach LOS					D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		60.9		24.1		60.9		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		15.9		0.0		
Green Ext Time (g_e), s		0.0		1.7		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	305	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	55.6	0.0	0.0	0.0	55.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	369	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	651	0	0	0	816	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2323	0	0	0	2323	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	2323	0	0	0	2323	0	0
Upstream Filter (I)	0.00	0.58	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.2	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.4	0.0	0.0	0.0	7.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1036	0	329	0	1036	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1036	0	662	0	1036	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	249	415	415			0	985	0	335	783	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	324	507	507			0	1669		416	2369	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.33	1.33	1.00
Prop Arrive On Green	0.18	0.18	0.18			0.00	0.47	0.00	0.16	0.89	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	42.5	42.3	42.3			0.0	17.9	0.0	43.5	2.1	0.0
Ln Grp LOS	D	D	D			A	B		D	A	A
Approach Vol, veh/h	664						985			1118	
Approach Delay, s/veh	42.4						17.9			14.5	
Approach LOS	D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	16.7	46.3		21.9		63.1		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	11.5	* 37		17.5		* 55		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	9.9	0.0		14.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.3		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Prot)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	335	0	0	249	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	7.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	416	0	0	324	0	0	0	0
V/C Ratio (X)	0.81	0.00	0.00	0.77	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	468	0	0	367	0	0	0	0
Upstream Filter (I)	0.89	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	34.7	0.0	0.0	33.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	0.0	9.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.5	0.0	0.0	42.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.5	0.0	0.0	5.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	985	0	0	0	783	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.3	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.3	0.0	0.0	0.0	3.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1669	0	0	0	2369	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1669	0	0	0	2369	0	0
Upstream Filter (I)	0.00	0.87	0.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	0.0	0.0	0.0	2.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	415	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	507	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	574	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	42.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	24.8

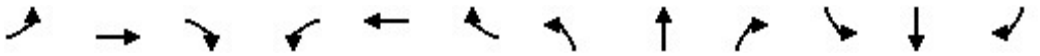
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	103	0	17	9	1004	120	0	1357	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1882	2504	683	1761	2448	562	1366	0	0	1124	0	0
Stage 1	1362	1362	-	1082	1082	-	-	-	-	-	-	-
Stage 2	520	1142	-	679	1366	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	28	392	~ 54	31	470	499	-	-	617	-	-
Stage 1	156	214	-	232	292	-	-	-	-	-	-	-
Stage 2	507	273	-	408	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	27	392	~ 52	30	470	499	-	-	617	-	-
Mov Cap-2 Maneuver	41	27	-	~ 52	30	-	-	-	-	-	-	-
Stage 1	153	214	-	228	287	-	-	-	-	-	-	-
Stage 2	480	268	-	399	213	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.4	$ 539.7	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	499	-	-	392	52	470	617	-	-
HCM Lane V/C Ratio	0.017	-	-	0.022	1.982	0.037	-	-	-
HCM Control Delay (s)	12.3	-	-	14.4	$ 627.5	13	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.2	0.1	0	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	541	0	0	835	592	0	0	0	249	0	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	546	9999	0	98	9999	9999	0	314	0	395	0	266
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
Prop Arrive On Green	0.25	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.17	0.00	0.17
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.8	0.0	27.1
Ln Grp LOS	A	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		589			1427			0			297	
Approach Delay, s/veh		0.0			0.0			0.0			31.1	
Approach LOS		A			A						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	800.7		19.1	25.5	775.2		19.1
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	43.5	43.5		18.5	43.5	43.5		18.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.4		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	4.3	2.0		12.1
Green Ext Time (g_e), s	0.0	12.5		0.0	0.1	15.3		0.5
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.63	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.20

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	48	0	0	249
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.3	0.0	0.0	10.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.3	0.0	0.0	10.1
Perm LT Sat Flow (s_l), veh/h/ln	865	0	0	0	375	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	43.5	0.0	0.0	0.0	43.5	0.0	0.0	12.6
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.6
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.1
Time to First Blk (g_f), s	0.0	0.0	0.0	12.6	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	395
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.63
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	535
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	30.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.2
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.09
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	1	0	0
Grp Vol (v), veh/h	0	541	0	0	0	835	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	36704	0	314	0	18683	0	0
V/C Ratio (X)	0.00	0.01	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	36704	0	461	0	18683	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.76	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	592	0	48
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	15833	0	266
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.18
Avail Cap (c_a), veh/h	0	0	0	0	0	15833	0	391
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.76	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	26.8
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	27.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	4.0
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	781	120	146	1443	60	103	43	43	86	43	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	223	2249	1003	452	2292	95	195	166	166	117	57	113
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
Prop Arrive On Green	0.02	0.63	0.63	0.04	0.66	0.66	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.7	13.3	11.2	10.0	17.4	17.4	59.2	0.0	51.8	70.7	0.0	0.0
Ln Grp LOS	B	B	B	B	B	B	E	A	D	E	A	A
Approach Vol, veh/h		918			1649			189			232	
Approach Delay, s/veh		13.0			16.8			55.8			70.7	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	13.0	101.5		35.5	9.0	105.5		35.5
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	11.7	* 81		37.5	5.5	* 87		37.5
Max Allow Headway (MAH), s	3.8	8.2		4.3	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	6.3	17.5		22.3	2.5	38.4		28.4
Green Ext Time (g_e), s	0.2	21.9		0.5	0.0	41.4		0.5
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.51	1.00		1.00
Prob of Max Out (p_x)	0.24	0.00		0.00	1.00	0.00		0.05

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1242	1781			437

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		858		3477		293

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		144		583

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	146	0	0	103	17	0	0	232
Grp Sat Flow (s), veh/h/ln	1781	0	0	1242	1781	0	0	1313
Q Serve Time (g_s), s	4.3	0.0	0.0	0.0	0.5	0.0	0.0	20.1
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	20.3	0.5	0.0	0.0	26.4
Perm LT Sat Flow (s_l), veh/h/ln	618	0	0	1242	349	0	0	1332
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	717	0	0	0	0
Perm LT Eff Green (g_p), s	94.9	0.0	0.0	29.0	98.9	0.0	0.0	29.0
Perm LT Serve Time (g_u), s	79.4	0.0	0.0	2.5	62.5	0.0	0.0	22.6
Perm LT Q Serve Time (g_ps), s	4.8	0.0	0.0	0.0	1.9	0.0	0.0	20.1
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	452	0	0	195	223	0	0	286
V/C Ratio (X)	0.32	0.00	0.00	0.53	0.08	0.00	0.00	0.81
Avail Cap (c_a), veh/h	514	0	0	266	259	0	0	372
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.91	0.00	0.00	1.00
Uniform Delay (d1), s/veh	9.6	0.0	0.0	57.0	12.6	0.0	0.0	60.9
Incr Delay (d2), s/veh	0.4	0.0	0.0	2.2	0.1	0.0	0.0	9.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	10.0	0.0	0.0	59.2	12.7	0.0	0.0	70.7
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	3.7	0.2	0.0	0.0	8.8
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	3.8	0.2	0.0	0.0	9.6
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.22	0.02	0.00	0.00	0.33
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	781	0	0	0	736	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.5	0.0	0.0	0.0	36.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.5	0.0	0.0	0.0	36.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2249	0	0	0	1171	0	0
V/C Ratio (X)	0.00	0.35	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	2249	0	0	0	1171	0	0
Upstream Filter (I)	0.00	0.91	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.0	0.0	0.0	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.3	0.0	0.0	0.0	17.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.7	0.0	0.0	0.0	12.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	0.0	0.0	13.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	120	0	86	0	767	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1844	0	0
Q Serve Time (g_s), s	0.0	4.5	0.0	6.4	0.0	36.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.5	0.0	6.4	0.0	36.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.08	0.00	0.44
Lane Grp Cap (c), veh/h	0	1003	0	331	0	1216	0	0
V/C Ratio (X)	0.00	0.12	0.00	0.26	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	1003	0	429	0	1216	0	0
Upstream Filter (I)	0.00	0.91	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.9	0.0	51.4	0.0	14.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.4	0.0	2.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.2	0.0	51.8	0.0	17.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	0.0	2.8	0.0	13.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.6	0.0	2.8	0.0	14.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.16	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.3
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	60	781	1374	17	52	189

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1391	0	-	0	1894	696
Stage 1	-	-	-	-	1383	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	488	-	-	-	61	384
Stage 1	-	-	-	-	198	-
Stage 2	-	-	-	-	567	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	488	-	-	-	~ 48	384
Mov Cap-2 Maneuver	-	-	-	-	125	-
Stage 1	-	-	-	-	155	-
Stage 2	-	-	-	-	567	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	29.4
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	488	-	-	-	125	384
HCM Lane V/C Ratio	0.123	-	-	-	0.412	0.492
HCM Control Delay (s)	13.4	1.3	-	-	52.7	23.1
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.8	2.6

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	120	816	1030	9	9	223

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1039	0	-	0	1683	520
Stage 1	-	-	-	-	1035	-
Stage 2	-	-	-	-	648	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	665	-	-	-	85	501
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	665	-	-	-	57	501
Mov Cap-2 Maneuver	-	-	-	-	151	-
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SW
HCM Control Delay, s	2.8	0	20.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	665	-	-	-	461
HCM Lane V/C Ratio	0.181	-	-	-	0.503
HCM Control Delay (s)	11.6	1.5	-	-	20.4
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.7	-	-	-	2.8

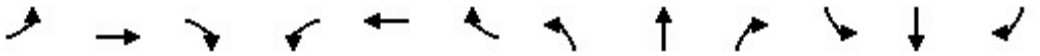
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1133	1486	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	743
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	-	-	0	0	358
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	358
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	17	816	60	146	773	52	146	17	412	17	17	17
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	327	1510	674	218	1666	743	465	19	451	113	252	252
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
Prop Arrive On Green	0.02	0.43	0.43	0.06	0.47	0.47	0.29	0.29	0.29	0.29	0.29	0.29
Unsig. Movement Delay												
Ln Grp Delay, s/veh	13.0	20.7	15.7	44.8	17.2	13.3	26.5	0.0	49.3	43.3	0.0	22.9
Ln Grp LOS	B	C	B	D	B	B	C	A	D	D	A	C
Approach Vol, veh/h		893			971			575			51	
Approach Delay, s/veh		20.2			21.1			43.5			29.7	
Approach LOS		C			C			D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.2	44.9		33.0	8.2	48.8		33.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.3	* 32		30.5	5.1	* 35		30.5
Max Allow Headway (MAH), s	3.8	8.5		4.1	3.8	8.5		4.4
Max Q Clear (g_c+I1), s	5.7	17.4		25.4	2.4	15.3		26.9
Green Ext Time (g_e), s	0.1	9.4		1.1	0.0	11.5		0.0
Prob of Phs Call (p_c)	0.97	1.00		1.00	0.35	1.00		0.72
Prob of Max Out (p_x)	1.00	0.00		0.71	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1375	1781			959

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		63		3554		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1531		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	146	0	0	146	17	0	0	17
Grp Sat Flow (s), veh/h/ln	1728	0	0	1375	1781	0	0	959
Q Serve Time (g_s), s	3.7	0.0	0.0	7.7	0.4	0.0	0.0	1.6
Cycle Q Clear Time (g_c), s	3.7	0.0	0.0	9.0	0.4	0.0	0.0	24.9
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1375	664	0	0	959
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	26.5	42.2	0.0	0.0	26.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	25.2	28.9	0.0	0.0	3.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	7.7	0.3	0.0	0.0	1.6
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	218	0	0	465	327	0	0	113
V/C Ratio (X)	0.67	0.00	0.00	0.31	0.05	0.00	0.00	0.15
Avail Cap (c_a), veh/h	319	0	0	526	394	0	0	156
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	41.3	0.0	0.0	26.1	12.9	0.0	0.0	42.7
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.4	0.1	0.0	0.0	0.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	44.8	0.0	0.0	26.5	13.0	0.0	0.0	43.3
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	2.4	0.2	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	2.5	0.2	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.36	0.02	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	816	0	0	0	773	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.4	0.0	0.0	0.0	13.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.4	0.0	0.0	0.0	13.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1510	0	0	0	1666	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1510	0	0	0	1666	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.3	0.0	0.0	0.0	16.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.0	0.0	0.9	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	20.7	0.0	0.0	0.0	17.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.6	0.0	0.0	0.0	4.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	0.0	0.0	4.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	60	0	429	0	52	0	34
Grp Sat Flow (s), veh/h/ln	0	1585	0	1595	0	1585	0	1716
Q Serve Time (g_s), s	0.0	2.0	0.0	23.4	0.0	1.6	0.0	1.3
Cycle Q Clear Time (g_c), s	0.0	2.0	0.0	23.4	0.0	1.6	0.0	1.3
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	674	0	469	0	743	0	505
V/C Ratio (X)	0.00	0.09	0.00	0.91	0.00	0.07	0.00	0.07
Avail Cap (c_a), veh/h	0	674	0	540	0	743	0	582
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	15.5	0.0	30.7	0.0	13.1	0.0	22.9
Incr Delay (d2), s/veh	0.0	0.3	0.0	18.7	0.0	0.2	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.7	0.0	49.3	0.0	13.3	0.0	22.9
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	8.5	0.0	0.5	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.4	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.7	0.0	11.0	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.48	0.00	0.06	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	979	1374	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1374
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	177
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	177
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	41	89	41	27	27	151	1108	62	34	644	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	249	222	188	222	35	35	459	1161	65	132	1133	60
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
Prop Arrive On Green	0.11	0.12	0.12	0.03	0.04	0.04	0.04	0.66	0.66	0.03	0.64	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh	91.0	59.9	63.6	56.4	0.0	88.4	12.4	0.0	40.1	35.6	0.0	17.0
Ln Grp LOS	F	E	E	E	A	F	B	A	D	D	A	B
Approach Vol, veh/h		349			95			1321			712	
Approach Delay, s/veh		80.3			74.6			37.0			17.9	
Approach LOS		F			E			D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	9.8	105.3	22.4	12.5	12.5	102.6	10.6	24.3
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green (Gmax), s	5.0	78.0	15.9	26.1	11.0	72.0	13.4	28.6
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.6	3.9	5.9	3.9	3.9
Max Q Clear (g_c+I1), s	2.9	88.9	17.9	6.7	6.3	32.8	5.0	9.9
Green Ext Time (g_e), s	0.0	0.0	0.0	0.1	0.2	7.2	0.0	0.3
Prob of Phs Call (p_c)	0.76	1.00	1.00	0.89	1.00	1.00	0.82	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1755		858		1761		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		98		858		93		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	34	0	219	0	151	0	41	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	15.9	0.0	4.3	0.0	3.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	15.9	0.0	4.3	0.0	3.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	480	0	1350	0	762	0	1260	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	99.3	0.0	6.0	0.0	96.6	0.0	17.8	0.0
Perm LT Serve Time (g_u), s	12.3	0.0	1.4	0.0	65.7	0.0	14.8	0.0
Perm LT Q Serve Time (g_ps), s	6.6	0.0	1.4	0.0	7.6	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	132	0	249	0	459	0	222	0
V/C Ratio (X)	0.26	0.00	0.88	0.00	0.33	0.00	0.18	0.00
Avail Cap (c_a), veh/h	147	0	249	0	512	0	332	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.6	0.0	62.9	0.0	12.0	0.0	56.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	28.1	0.0	0.4	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.6	0.0	91.0	0.0	12.4	0.0	56.4	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	0.5	0.0	1.6	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.9	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	2.5	0.0	1.6	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.60	0.00	0.27	0.00	0.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	41
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	222
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	357
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1170	0	54	0	678	0	89
Grp Sat Flow (s), veh/h/ln	0	1853	0	1716	0	1854	0	1585
Q Serve Time (g_s), s	0.0	86.9	0.0	4.7	0.0	30.8	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	86.9	0.0	4.7	0.0	30.8	0.0	7.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.50	0.00	0.05	0.00	1.00
Lane Grp Cap (c), veh/h	0	1226	0	69	0	1193	0	188
V/C Ratio (X)	0.00	0.95	0.00	0.78	0.00	0.57	0.00	0.47
Avail Cap (c_a), veh/h	0	1226	0	299	0	1193	0	302
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.3	0.0	71.3	0.0	15.0	0.0	61.7
Incr Delay (d2), s/veh	0.0	16.8	0.0	17.1	0.0	2.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.1	0.0	88.4	0.0	17.0	0.0	63.6
1st-Term Q (Q1), veh/ln	0.0	33.5	0.0	2.0	0.0	12.5	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	5.7	0.0	0.3	0.0	0.7	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	39.2	0.0	2.4	0.0	13.2	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.06	0.00	0.25	0.00	0.55
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Intersection	
Int Delay, s/veh	2.9

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	350	60
Future Vol, veh/h	30	90	175	650	350	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	41	123	240	1116	601	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2249	653	704	0	-	0
Stage 1	653	-	-	-	-	-
Stage 2	1596	-	-	-	-	-
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	46	467	894	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 34	467	894	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	183	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	23.3	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	894	-	126	467	-	-
HCM Lane V/C Ratio	0.268	-	0.326	0.264	-	-
HCM Control Delay (s)	10.5	-	46.8	15.5	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	1.1	-	1.3	1.1	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	515	86	38	373	363	82	370	57	249	288	253
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	612	634	106	49	479	406	102	925	141	288	1157	516
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
Prop Arrive On Green	0.18	0.41	0.41	0.03	0.26	0.26	0.06	0.30	0.30	0.08	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	80.3	0.0	45.8	94.9	57.8	70.6	84.4	44.0	44.1	90.8	37.7	43.9
Ln Grp LOS	F	A	D	F	E	E	F	D	D	F	D	D
Approach Vol, veh/h		1168			774			509			790	
Approach Delay, s/veh		62.5			65.6			50.6			56.4	
Approach LOS		E			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.0	52.2	33.1	45.7	15.1	56.1	10.6	68.2
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	12.5	34.4	27.5	48.0	13.5	33.4	8.8	66.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	12.7	0.0	26.2	35.1	8.8	0.0	5.2	45.8
Green Ext Time (g_e), s	0.0	0.0	0.3	3.3	0.1	0.0	0.0	3.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.97	1.00	0.79	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.21	0.36	0.00	1.00	0.03

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3090		1870		3554		1562

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		472		1585		1585		261

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	249	0	567	0	82	0	38	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	10.7	0.0	24.2	0.0	6.8	0.0	3.2	0.0
Cycle Q Clear Time (g_c), s	10.7	0.0	24.2	0.0	6.8	0.0	3.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	288	0	612	0	102	0	49	0
V/C Ratio (X)	0.86	0.00	0.93	0.00	0.80	0.00	0.78	0.00
Avail Cap (c_a), veh/h	288	0	634	0	160	0	105	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	67.9	0.0	60.8	0.0	69.9	0.0	72.5	0.0
Incr Delay (d2), s/veh	22.9	0.0	19.5	0.0	14.5	0.0	22.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.8	0.0	80.3	0.0	84.4	0.0	94.9	0.0
1st-Term Q (Q1), veh/ln	4.6	0.0	10.6	0.0	3.0	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	1.7	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.5	0.0	12.2	0.0	3.4	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.40	0.00	0.99	0.00	0.40	0.00	0.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	211	0	373	0	288	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	27.8	0.0	8.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	27.8	0.0	8.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	532	0	479	0	1157	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.78	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	532	0	599	0	1157	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	41.8	0.0	51.8	0.0	37.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	6.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.0	0.0	57.8	0.0	37.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.0	0.0	12.8	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.8	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	13.6	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.17	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	216	0	363	0	253	0	601
Grp Sat Flow (s), veh/h/ln	0	1785	0	1585	0	1585	0	1823
Q Serve Time (g_s), s	0.0	14.4	0.0	33.1	0.0	19.2	0.0	43.8
Cycle Q Clear Time (g_c), s	0.0	14.4	0.0	33.1	0.0	19.2	0.0	43.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.26	0.00	1.00	0.00	1.00	0.00	0.14
Lane Grp Cap (c), veh/h	0	535	0	406	0	516	0	740
V/C Ratio (X)	0.00	0.40	0.00	0.89	0.00	0.49	0.00	0.81
Avail Cap (c_a), veh/h	0	535	0	507	0	516	0	811
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	41.9	0.0	53.8	0.0	40.6	0.0	39.5
Incr Delay (d2), s/veh	0.0	2.3	0.0	16.8	0.0	3.3	0.0	6.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.1	0.0	70.6	0.0	43.9	0.0	45.8
1st-Term Q (Q1), veh/ln	0.0	6.2	0.0	13.1	0.0	7.5	0.0	19.4
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	1.9	0.0	0.5	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.5	0.0	15.0	0.0	8.0	0.0	20.7
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.19	0.00	0.34	0.00	1.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	172	172	77	38	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	765	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1317	-	-	-	371	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	312	829
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	734
HCM Lane V/C Ratio	0.145	-	-	-	0.378
HCM Control Delay (s)	8.2	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1331	822	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	822
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	373
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	373
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	682	8	29	535	0	0	0	28	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	758	1360	16	566	1566	1327	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.74	0.74	0.02	0.84	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.0	3.6	2.2	0.0	0.0	0.0	75.1	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	A	A	E	A	A	A
Approach Vol, veh/h		690			564			28			0	
Approach Delay, s/veh		6.0			2.2			75.1			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	8.5	68.1		8.4	0.0	76.6		8.4
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.0	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	2.3	15.1		3.5	0.0	7.5		0.0
Green Ext Time (g_e), s	0.0	3.0		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.50	1.00		0.48	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1845		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		22		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	29	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	753	0	0	0	870	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	62.7	0.0	0.0	0.0	71.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	49.6	0.0	0.0	0.0	65.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	566	0	0	0	758	0	0	0
V/C Ratio (X)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	608	0	0	0	840	0	0	0
Upstream Filter (I)	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	535	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1566	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	726	0	1566	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	690	0	28	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1376	0	36	0	1327	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.78	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1376	0	615	0	1327	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	41.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	33.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	75.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	641	17	173	507	518	21	22	191	338	13	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	360	1891	843	558	2001	893	243	255	216	409	222	188
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	1.00	1.00	0.06	0.56	0.56	0.14	0.14	0.14	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.0	0.4	0.0	16.2	19.2	26.7	64.4	64.4	85.4	78.3	66.6	68.2
Ln Grp LOS	B	A	A	B	B	C	E	E	F	E	E	E
Approach Vol, veh/h		710			1198			234			387	
Approach Delay, s/veh		1.5			22.0			81.5			77.0	
Approach LOS		A			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	16.4	97.4	26.6	29.7	11.1	102.6		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	15.5	38.1	43.0	47.0	5.5	48.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	9.5	0.0	18.2	22.1	4.1	0.0		
Green Ext Time (g_e), s	0.4	0.0	1.9	1.0	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.91	1.00		
Prob of Max Out (p_x)	0.54	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	173	0	338	21	52	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	7.5	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.5	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	776	0	1728	1781	550	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	90.5	0.0	0.0	0.0	95.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	90.5	0.0	0.0	0.0	83.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	558	0	409	243	360	0	0	0
V/C Ratio (X)	0.31	0.00	0.83	0.09	0.14	0.00	0.00	0.00
Avail Cap (c_a), veh/h	618	0	874	492	370	0	0	0
Upstream Filter (I)	0.93	0.00	1.00	1.00	0.88	0.00	0.00	0.00
Uniform Delay (d1), s/veh	15.8	0.0	73.2	64.2	14.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	5.1	0.2	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.2	0.0	78.3	64.4	15.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	7.3	0.8	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	7.5	0.8	0.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.64	0.32	0.22	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	641	13	22	0	507	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1891	222	255	0	2001	0	0
V/C Ratio (X)	0.00	0.34	0.06	0.09	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	1891	473	517	0	2001	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	66.5	64.2	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.2	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	66.6	64.4	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.8	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.5	0.9	0.0	5.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.01	0.03	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	17	36	191	0	518	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	843	188	216	0	893	0	0
V/C Ratio (X)	0.00	0.02	0.19	0.88	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	843	401	438	0	893	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	67.6	72.1	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	13.3	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	68.2	85.4	0.0	26.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.4	8.2	0.0	13.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.5	9.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.30	0.29	0.00	2.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	400	0	0	360
Future Vol, veh/h	0	0	400	0	0	360
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	765	0	0	689

Major/Minor	Minor1		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	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	615	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	250	0	0	250	0	0
Future Vol, veh/h	250	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	0	0	478	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	478
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	587
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	300	0	0	275	0	0
Future Vol, veh/h	300	0	0	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	574	0	0	526	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	287
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	0	0	-	0	710
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	710
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	360	320	0	0	0
Future Vol, veh/h	0	360	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	689	612	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	306
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	-	-	0	0	690
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	690
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	982	705	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	436
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				516	0	0	0	1016	0	0	853	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				579	0		0	1898		0	1898	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.32	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					516			1016			853	
Approach Delay, s/veh					40.0			13.8			12.7	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		33.7		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		25.0		0.0		
Green Ext Time (g_e), s		0.0		2.2		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	516	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	579	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	713	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1016	0	0	0	853	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1898	0	0	0	1898	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1898	0	0	0	1898	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.8	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	847	0	515	0	847	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	847	0	634	0	847	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	353	745	745			0	1071	0	304	1065	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	523	820	820			0	1525		585	2023	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.43	0.00	0.07	0.57	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	32.9	45.8	45.8			0.0	24.7	0.0	17.6	13.5	0.0
Ln Grp LOS	C	D	D			A	C		B	B	A
Approach Vol, veh/h	1098						1071			1369	
Approach Delay, s/veh	41.6						24.7			14.4	
Approach LOS	D						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	13.2	46.8		34.2		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	6.3	0.0		26.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.4		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	353	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	511	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	585	0	0	523	0	0	0	0
V/C Ratio (X)	0.52	0.00	0.00	0.67	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	652	0	0	539	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	16.6	0.0	0.0	29.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	6.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1071	0	0	0	1065	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1525	0	0	0	2023	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	1525	0	0	0	2023	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	0.0	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	745	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	820	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	844	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	38	0	5	22	1201	120	0	1071	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1719	2439	538	1841	2381	661	1076	0	0	1321	0	0
Stage 1	1074	1074	-	1305	1305	-	-	-	-	-	-	-
Stage 2	645	1365	-	536	1076	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	31	488	47	34	405	644	-	-	519	-	-
Stage 1	235	294	-	169	228	-	-	-	-	-	-	-
Stage 2	427	214	-	496	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	30	488	45	33	405	644	-	-	519	-	-
Mov Cap-2 Maneuver	56	30	-	45	33	-	-	-	-	-	-	-
Stage 1	227	294	-	163	220	-	-	-	-	-	-	-
Stage 2	407	207	-	490	294	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	201.3	0.2	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	644	-	-	488	45	405	519	-	-
HCM Lane V/C Ratio	0.034	-	-	0.011	0.845	0.013	-	-	-
HCM Control Delay (s)	10.8	-	-	12.5	228.1	14	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	3.4	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	683	1267	0	683	667	565	0	293	0	327	0	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.36	0.36	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.16	0.00	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	43.6	0.0	0.0	55.0	36.1	0.0	0.0	0.0	113.8	0.0	55.7
Ln Grp LOS	A	D	A	A	D	D	A	A	A	F	A	E
Approach Vol, veh/h		902			717			0			380	
Approach Delay, s/veh		41.0			50.5			0.0			105.5	
Approach LOS		D			D						F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		30.0	60.0	60.0		30.0
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.9		3.8
Max Q Clear (g_c+I1), s	0.0	32.2		0.0	5.0	42.1		25.5
Green Ext Time (g_e), s	0.0	13.7		0.0	0.1	5.4		0.0
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

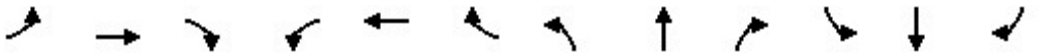
Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	54	0	0	326
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Perm LT Sat Flow (s_l), veh/h/ln	650	0	0	0	734	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	23.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Time to First Blk (g_f), s	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	327
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	327
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	1	0	0
Grp Vol (v), veh/h	0	848	0	0	0	549	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	30.2	0.0	0.0	0.0	40.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	30.2	0.0	0.0	0.0	40.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1267	0	293	0	667	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.82	0.00	0.00
Avail Cap (c_a), veh/h	0	1267	0	293	0	667	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	40.8	0.0	0.0	0.0	43.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.8	0.0	0.0	0.0	11.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	43.6	0.0	0.0	0.0	55.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	12.8	0.0	0.0	0.0	17.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	2.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	13.3	0.0	0.0	0.0	19.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	168	0	54
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	565	0	248
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	565	0	248
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	34.7	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	36.1	0.0	55.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	56.7
HCM 6th LOS	E



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1027	103	65	636	54	38	11	65	38	11	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	559	2217	989	401	2106	179	214	24	140	97	32	53
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
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	5.2	9.2	6.7	6.2	7.7	7.7	36.0	0.0	38.3	39.5	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	D	A	A
Approach Vol, veh/h		1168			755			114			87	
Approach Delay, s/veh		8.9			7.6			37.6			39.5	
Approach LOS		A			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	10.4	60.0		15.1	9.5	61.0		15.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.6		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.1	15.1		5.8	2.6	9.4		8.5
Green Ext Time (g_e), s	0.1	24.7		0.3	0.1	16.4		0.2
Prob of Phs Call (p_c)	0.79	1.00		0.99	0.59	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1356	1781			365

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		235		3315		316

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1386		281		528

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	65	0	0	38	38	0	0	87
Grp Sat Flow (s), veh/h/ln	1781	0	0	1356	1781	0	0	1208
Q Serve Time (g_s), s	1.1	0.0	0.0	0.0	0.6	0.0	0.0	2.7
Cycle Q Clear Time (g_c), s	1.1	0.0	0.0	2.4	0.6	0.0	0.0	6.5
Perm LT Sat Flow (s_l), veh/h/ln	498	0	0	1356	753	0	0	1344
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1266	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	8.6	54.4	0.0	0.0	8.6
Perm LT Serve Time (g_u), s	40.3	0.0	0.0	2.1	46.9	0.0	0.0	4.9
Perm LT Q Serve Time (g_ps), s	2.0	0.0	0.0	0.0	0.4	0.0	0.0	2.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	401	0	0	214	559	0	0	182
V/C Ratio (X)	0.16	0.00	0.00	0.18	0.07	0.00	0.00	0.48
Avail Cap (c_a), veh/h	808	0	0	513	986	0	0	510
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.0	0.0	0.0	35.7	5.1	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.1	0.0	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.2	0.0	0.0	36.0	5.2	0.0	0.0	39.5
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	0.7	0.2	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	0.8	0.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.04	0.02	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1027	0	0	0	340	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	0.0	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	0.0	0.0	7.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	2217	0	0	0	1129	0	0
V/C Ratio (X)	0.00	0.46	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	2217	0	0	0	1129	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	0.0	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.0	0.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	0.0	0.0	7.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.7	0.0	0.0	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.9	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	103	0	76	0	350	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1621	0	1820	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	3.8	0.0	7.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	3.8	0.0	7.4	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.15	0.00	0.44
Lane Grp Cap (c), veh/h	0	989	0	164	0	1156	0	0
V/C Ratio (X)	0.00	0.10	0.00	0.46	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	989	0	521	0	1156	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	0.0	36.3	0.0	7.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	38.3	0.0	7.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.5	0.0	2.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.6	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.09	0.00	0.01	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	109	973	761	54	38	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1493	408
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	705	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	808	-	-	-	114	593
Stage 1	-	-	-	-	409	-
Stage 2	-	-	-	-	451	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	808	-	-	-	80	593
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	451	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	808	-	-	-	195	593
HCM Lane V/C Ratio	0.135	-	-	-	0.195	0.092
HCM Control Delay (s)	10.1	1.2	-	-	27.9	11.7
HCM Lane LOS	B	A	-	-	D	B
HCM 95th %tile Q(veh)	0.5	-	-	-	0.7	0.3

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	853	652	5	5	228

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1474	329
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	819	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	926	-	-	-	117	667
Stage 1	-	-	-	-	479	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	926	-	-	-	70	667
Mov Cap-2 Maneuver	-	-	-	-	182	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	394	-

Approach	EB	WB	SW
HCM Control Delay, s	3	0	14.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	926	-	-	-	628
HCM Lane V/C Ratio	0.211	-	-	-	0.372
HCM Control Delay (s)	9.9	1.4	-	-	14.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.8	-	-	-	1.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	815	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	408
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	-	-	0	0	593
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	728	92	337	701	120	54	11	179	43	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	475	2038	909	977	2147	958	258	14	229	122	73	179
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
Prop Arrive On Green	0.03	0.57	0.57	0.06	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	6.8	11.1	9.2	7.7	9.5	8.2	36.9	0.0	43.5	46.5	0.0	34.6
Ln Grp LOS	A	B	A	A	A	A	D	A	D	D	A	C
Approach Vol, veh/h		858			1158			244			81	
Approach Delay, s/veh		10.7			8.8			42.1			40.9	
Approach LOS		B			A			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.5	60.0		20.6	9.6	62.9		20.6
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.1		4.1	3.8	7.8		4.2
Max Q Clear (g_c+I1), s	5.6	12.2		12.7	2.7	11.1		16.0
Green Ext Time (g_e), s	0.4	16.0		0.6	0.0	15.0		0.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.63	1.00		0.88
Prob of Max Out (p_x)	1.00	0.00		0.01	0.06	0.00		0.04

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1370	1781			1193

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		93		3554		480

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1507		1585		1178

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	337	0	0	54	38	0	0	43
Grp Sat Flow (s), veh/h/ln	1728	0	0	1370	1781	0	0	1193
Q Serve Time (g_s), s	3.6	0.0	0.0	3.3	0.7	0.0	0.0	3.4
Cycle Q Clear Time (g_c), s	3.6	0.0	0.0	5.2	0.7	0.0	0.0	14.0
Perm LT Sat Flow (s_l), veh/h/ln	647	0	0	1370	666	0	0	1193
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	14.1	56.3	0.0	0.0	14.1
Perm LT Serve Time (g_u), s	43.2	0.0	0.0	12.3	47.2	0.0	0.0	3.5
Perm LT Q Serve Time (g_ps), s	3.6	0.0	0.0	3.3	0.5	0.0	0.0	3.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	977	0	0	258	475	0	0	122
V/C Ratio (X)	0.34	0.00	0.00	0.21	0.08	0.00	0.00	0.35
Avail Cap (c_a), veh/h	1070	0	0	396	578	0	0	242
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	7.5	0.0	0.0	36.5	6.7	0.0	0.0	44.8
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.1	0.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	7.7	0.0	0.0	36.9	6.8	0.0	0.0	46.5
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	1.1	0.2	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.1	0.0	0.0	1.1	0.2	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.16	0.03	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	728	0	0	0	701	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	10.2	0.0	0.0	0.0	9.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	10.2	0.0	0.0	0.0	9.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	2038	0	0	0	2147	0	0
V/C Ratio (X)	0.00	0.36	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	2038	0	0	0	2147	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	10.7	0.0	0.0	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.1	0.0	0.0	0.0	9.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.3	0.0	0.0	0.0	2.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.5	0.0	0.0	0.0	2.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.03	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	92	0	190	0	120	0	38
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1658
Q Serve Time (g_s), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	909	0	243	0	958	0	252
V/C Ratio (X)	0.00	0.10	0.00	0.78	0.00	0.13	0.00	0.15
Avail Cap (c_a), veh/h	0	909	0	404	0	958	0	418
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.0	0.0	38.0	0.0	7.9	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.5	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	43.5	0.0	8.2	0.0	34.6
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	4.1	0.0	0.8	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	4.4	0.0	0.9	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.19	0.00	0.10	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1000	739	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	739
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	54	304	82	65	16	158	739	54	22	772	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	366	385	326	106	86	21	262	974	71	241	965	28
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
Prop Arrive On Green	0.21	0.21	0.21	0.06	0.06	0.06	0.05	0.57	0.57	0.02	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.8	54.4	93.9	88.7	0.0	87.5	32.5	0.0	32.7	24.5	0.0	38.4
Ln Grp LOS	E	D	F	F	A	F	C	A	C	C	A	D
Approach Vol, veh/h		521			163			951			816	
Approach Delay, s/veh		78.8			88.1			32.7			38.0	
Approach LOS		E			F			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	9.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.2	100.4	40.8	16.4	14.6	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	2.9	56.5	33.4	9.6	8.6	59.9		
Green Ext Time (g_e), s	0.0	8.6	0.9	0.3	0.0	8.5		
Prob of Phs Call (p_c)	0.64	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.03	0.00	0.64	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		1722	1870	1449		1810		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		126	1585	357		52		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	22	0	163	82	158	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	0.9	0.0	13.3	7.6	6.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	13.3	7.6	6.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	684	0	1781	1781	684	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	90.4	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	40.0	0.0	0.0	0.0	31.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.6	0.0	0.0	0.0	17.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	241	0	366	106	262	0	0	0
V/C Ratio (X)	0.09	0.00	0.44	0.77	0.60	0.00	0.00	0.00
Avail Cap (c_a), veh/h	303	0	411	283	267	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	24.4	0.0	57.9	77.4	28.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.8	11.4	3.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.5	0.0	58.8	88.7	32.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	6.0	3.5	2.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	6.1	3.8	2.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	1.47	0.88	0.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment			T					
Lanes in Grp	0	0	1	0	0	0	0	0
Grp Vol (v), veh/h	0	0	54	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1870	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	385	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	432	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	54.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	793	304	81	0	794	0	0
Grp Sat Flow (s), veh/h/ln	0	1848	1585	1806	0	1861	0	0
Q Serve Time (g_s), s	0.0	54.5	31.4	7.4	0.0	57.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	54.5	31.4	7.4	0.0	57.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.20	0.00	0.03	0.00	0.00
Lane Grp Cap (c), veh/h	0	1046	326	107	0	993	0	0
V/C Ratio (X)	0.00	0.76	0.93	0.75	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	1046	366	287	0	993	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.5	65.1	77.3	0.0	31.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.2	28.8	10.2	0.0	6.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	93.9	87.5	0.0	38.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.0	12.6	3.4	0.0	25.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	2.6	0.3	0.0	1.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	24.5	15.2	3.7	0.0	27.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	2.57	0.10	0.00	0.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	147	147	772	668	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1778	712	755	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
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	91	432	855	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	432	855	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	19.2	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	855	-	200	432	-	-
HCM Lane V/C Ratio	0.172	-	0.163	0.34	-	-
HCM Control Delay (s)	10.1	-	26.5	17.6	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.6	1.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	76	65	380	196	92	326	43	326	576	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	407	454	91	82	426	361	112	1202	157	384	1524	680
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
Prop Arrive On Green	0.12	0.30	0.30	0.05	0.23	0.23	0.06	0.38	0.38	0.11	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	78.7	0.0	60.5	95.8	72.4	59.5	92.2	37.2	37.3	79.3	33.7	35.6
Ln Grp LOS	E	A	E	F	E	E	F	D	D	E	C	D
Approach Vol, veh/h		804			641			461			1185	
Approach Delay, s/veh		68.3			70.8			48.2			46.7	
Approach LOS		E			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	25.3	71.8	26.5	46.0	17.2	80.0	14.3	58.1
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	17.7	0.0	18.8	35.4	10.7	0.0	8.1	41.8
Green Ext Time (g_e), s	1.1	0.0	1.2	3.3	0.2	0.0	0.0	2.8
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	0.95	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3160		1870		3554		1513

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		413		1585		1585		303

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	326	0	348	0	92	0	65	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	15.7	0.0	16.8	0.0	8.7	0.0	6.1	0.0
Cycle Q Clear Time (g_c), s	15.7	0.0	16.8	0.0	8.7	0.0	6.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	384	0	407	0	112	0	82	0
V/C Ratio (X)	0.85	0.00	0.86	0.00	0.82	0.00	0.79	0.00
Avail Cap (c_a), veh/h	886	0	886	0	247	0	142	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	74.0	0.0	73.4	0.0	78.5	0.0	80.1	0.0
Incr Delay (d2), s/veh	5.3	0.0	5.3	0.0	13.6	0.0	15.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	79.3	0.0	78.7	0.0	92.2	0.0	95.8	0.0
1st-Term Q (Q1), veh/ln	6.8	0.0	7.4	0.0	3.9	0.0	2.8	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.4	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.1	0.0	7.7	0.0	4.3	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.51	0.00	0.62	0.00	0.50	0.00	0.48	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	182	0	380	0	576	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	12.0	0.0	33.4	0.0	18.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.0	0.0	33.4	0.0	18.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	676	0	426	0	1524	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.89	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	676	0	912	0	1524	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.3	0.0	63.4	0.0	33.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	9.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.2	0.0	72.4	0.0	33.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	15.7	0.0	7.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.1	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	16.7	0.0	8.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.21	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	196	0	283	0	456
Grp Sat Flow (s), veh/h/ln	0	1796	0	1585	0	1585	0	1816
Q Serve Time (g_s), s	0.0	12.2	0.0	18.5	0.0	21.1	0.0	39.8
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	18.5	0.0	21.1	0.0	39.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	1.00	0.00	0.17
Lane Grp Cap (c), veh/h	0	683	0	361	0	680	0	544
V/C Ratio (X)	0.00	0.27	0.00	0.54	0.00	0.42	0.00	0.84
Avail Cap (c_a), veh/h	0	683	0	773	0	680	0	1207
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	36.3	0.0	57.7	0.0	33.7	0.0	55.5
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.8	0.0	1.9	0.0	4.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.3	0.0	59.5	0.0	35.6	0.0	60.5
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	7.4	0.0	8.2	0.0	18.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.4	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.4	0.0	7.6	0.0	8.6	0.0	18.9
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.10	0.00	0.36	0.00	0.94
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.6
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	310	174	33	54	353

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	979	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	277	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	218	851
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	707
HCM Lane V/C Ratio	0.175	-	-	-	0.577
HCM Control Delay (s)	8.2	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	3.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	951	1158	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1158
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	238
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	238
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	586	48	104	707	0	29	0	77	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	1030	84	136	1436	1217	198	0	112	0	133	0
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
Prop Arrive On Green	0.00	0.60	0.60	0.08	0.77	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	11.0	43.7	4.4	0.0	33.0	0.0	42.1	0.0	0.0	0.0
Ln Grp LOS	A	A	B	D	A	A	C	A	D	A	A	A
Approach Vol, veh/h		634			811			106			0	
Approach Delay, s/veh		11.0			9.4			39.6			0.0	
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	12.1	50.0		11.7	0.0	62.1		11.7
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	6.2	17.3		5.5	0.0	12.4		0.0
Green Ext Time (g_e), s	0.2	3.2		0.4	0.0	3.7		0.0
Prob of Phs Call (p_c)	0.88	1.00		0.89	0.00	1.00		0.00
Prob of Max Out (p_x)	0.09	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1706		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T	L (Prot)			

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	104	0	0	29	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1440	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	136	0	0	198	2	0	0	0
V/C Ratio (X)	0.76	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	325	0	0	740	325	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	33.5	0.0	0.0	32.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.7	0.0	0.0	33.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.68	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	707	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1436	0	133
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1436	0	848
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	634	0	77	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1114	0	112	0	1217	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1114	0	719	0	1217	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	33.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	8.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	42.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	1.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.50	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	538	47	272	761	777	21	55	239	685	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1065	475	287	1362	607	297	312	265	772	418	354
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
Prop Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.17	0.17	0.17	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	107.5	52.9	45.2	113.4	44.5	192.7	62.3	63.7	88.1	75.8	55.1	57.7
Ln Grp LOS	F	D	D	F	D	F	E	E	F	E	E	E
Approach Vol, veh/h		703			1810			315			839	
Approach Delay, s/veh		61.5			118.5			82.1			72.3	
Approach LOS		E			F			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	35.0	60.0	46.1	36.1	20.2	74.8		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	28.8	0.0	36.0	28.2	13.6	0.0		
Green Ext Time (g_e), s	0.0	0.0	3.6	1.4	0.2	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.18	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	272	0	685	21	118	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	287	0	772	297	138	0	0	0
V/C Ratio (X)	0.95	0.00	0.89	0.07	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	287	0	946	488	186	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	73.6	0.0	66.6	62.2	80.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	39.8	0.0	9.2	0.1	26.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	113.4	0.0	75.8	62.3	107.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.3	0.0	15.1	0.8	5.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	1.0	0.0	1.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	15.4	0.0	16.1	0.8	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.37	0.00	1.36	0.32	1.63	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	538	51	55	0	761	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1065	418	312	0	1362	0	0
V/C Ratio (X)	0.00	0.51	0.12	0.18	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1065	512	512	0	1362	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	51.2	54.9	63.3	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.2	0.3	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.9	55.1	63.7	0.0	44.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.3	1.9	2.2	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.05	0.07	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	47	103	239	0	777	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	475	354	265	0	607	0	0
V/C Ratio (X)	0.00	0.10	0.29	0.90	0.00	1.28	0.00	0.00
Avail Cap (c_a), veh/h	0	475	434	434	0	607	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	44.8	57.1	72.4	0.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	15.7	0.0	138.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.2	57.7	88.1	0.0	192.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	3.9	10.7	0.0	26.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	1.2	0.0	23.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	3.9	11.9	0.0	50.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.80	0.39	0.00	7.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	640	0	0	550
Future Vol, veh/h	0	0	640	0	0	550
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	696	0	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	348	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	648	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	648	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	0	0	527	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	0	0	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	299
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	0	0	-	0	698
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	698
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	610	530	0	0	0
Future Vol, veh/h	0	610	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	663	576	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	288
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	-	-	0	0	709
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	709
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1237	889	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	889
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	342
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				547	0	0	0	1260	0	0	1067	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				610	0		0	1843		0	1843	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.34	0.00	0.00	0.00	0.52	0.00	0.00	0.52	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				39.7	0.0	0.0	0.0	15.5	0.0	0.0	15.4	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					547			1260			1067	
Approach Delay, s/veh					39.7			15.5			15.4	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		49.4		35.6		49.4		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		26.8		0.0		
Green Ext Time (g_e), s		0.0		2.4		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	547	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.1	0.0	0.0	0.0	44.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	610	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1260	0	0	0	1067	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.5	0.0	0.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	0.0	0.0	17.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1843	0	0	0	1843	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	1843	0	0	0	1843	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.3	0.0	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	0.0	0.0	15.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	0.0	0.0	6.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	822	0	543	0	822	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	822	0	662	0	822	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	558	789	789			0	1135	0	481	1129	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	508	796	796			0	1622		498	2270	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.46	0.00	0.29	1.00	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	130.1	90.2	90.2			0.0	38.4	0.0	84.7	0.5	0.0
Ln Grp LOS	F	F	F			A	D		F	A	A
Approach Vol, veh/h	1347						1135			1610	
Approach Delay, s/veh	106.7						38.4			25.7	
Approach LOS	F						D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	31.0	84.0		55.0		115.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	24.5	* 78		48.5		* 1.1E2		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	25.3	0.0		50.5		0.0		
Green Ext Time (g_e), s	0.0	0.0		0.0		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Prot)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	481	0	0	558	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	23.3	0.0	0.0	48.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.3	0.0	0.0	48.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	77.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	498	0	0	508	0	0	0	0
V/C Ratio (X)	0.97	0.00	0.00	1.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	498	0	0	508	0	0	0	0
Upstream Filter (I)	0.66	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	60.1	0.0	0.0	60.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.7	0.0	0.0	69.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.7	0.0	0.0	130.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	0.0	21.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.5	0.0	0.0	31.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.07	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1135	0	0	0	1129	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1622	0	0	0	2270	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	1622	0	0	0	2270	0	0
Upstream Filter (I)	0.00	0.60	0.00	0.00	0.00	0.66	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.4	0.0	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.3	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	789	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	47.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	47.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	796	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.99	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	796	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	60.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	29.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	90.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.9
HCM 6th LOS	E

Notes

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

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

Intersection	
Int Delay, s/veh	28.6

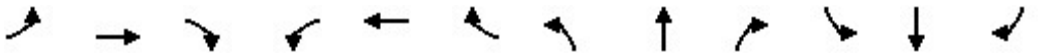
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	60	0	9	34	1441	189	0	1413	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2207	3116	711	2311	3026	815	1422	0	0	1630	0	0
Stage 1	1418	1418	-	1604	1604	-	-	-	-	-	-	-
Stage 2	789	1698	-	707	1422	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	25	11	375	~ 20	13	321	475	-	-	394	-	-
Stage 1	144	201	-	110	163	-	-	-	-	-	-	-
Stage 2	350	146	-	392	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	10	375	~ 18	12	321	475	-	-	394	-	-
Mov Cap-2 Maneuver	23	10	-	~ 18	12	-	-	-	-	-	-	-
Stage 1	134	201	-	102	151	-	-	-	-	-	-	-
Stage 2	316	135	-	383	200	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.8	$ 1307	0.3	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	475	-	-	375	18	321	394	-	-
HCM Lane V/C Ratio	0.072	-	-	0.023	3.339	0.027	-	-	-
HCM Control Delay (s)	13.2	-	-	14.8	$ 1491.4	16.5	0	-	-
HCM Lane LOS	B	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	8.1	0.1	0	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1068	0	0	692	266	0	0	0	515	0	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	383	9999	0	49	7453	6317	0	575	0	596	0	488
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.31	0.00	0.31
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.2	0.0	37.7
Ln Grp LOS	A	A	A	A	A	A	A	A	A	E	A	D
Approach Vol, veh/h		1136			958			0			583	
Approach Delay, s/veh		0.0			0.0			0.0			54.9	
Approach LOS		A			A						D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	652.4		52.6	34.7	617.6		52.6
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	69.5	69.5		67.5	69.5	69.5		67.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.6		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	8.2	2.0		44.2
Green Ext Time (g_e), s	0.0	36.4		0.0	0.2	15.1		1.9
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.94	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3647		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

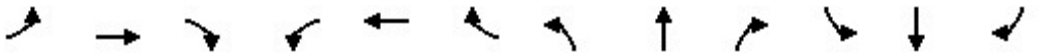
Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	68	0	0	515
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	6.2	0.0	0.0	42.2
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	6.2	0.0	0.0	42.2
Perm LT Sat Flow (s_l), veh/h/ln	528	0	0	0	586	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	69.5	0.0	0.0	0.0	69.5	0.0	0.0	46.1
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	46.1
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	42.2
Time to First Blk (g_f), s	0.0	0.0	0.0	46.1	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	596
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.86
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	850
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	50.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	57.2
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	18.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	19.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.44
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	2	0	1	0	1	0	0
Grp Vol (v), veh/h	0	1068	0	0	0	692	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	14985	0	575	0	7453	0	0
V/C Ratio (X)	0.00	0.07	0.00	0.00	0.00	0.09	0.00	0.00
Avail Cap (c_a), veh/h	0	14985	0	842	0	7453	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.90	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	266	0	68
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	6317	0	488
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.14
Avail Cap (c_a), veh/h	0	0	0	0	0	6317	0	713
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.90	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1623	163	103	1005	86	60	17	103	60	17	60
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	385	2424	1081	217	2267	194	186	35	215	90	32	68
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
Prop Arrive On Green	0.03	0.68	0.68	0.03	0.68	0.68	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.0	14.9	8.6	16.8	11.9	11.9	58.7	0.0	59.3	72.5	0.0	0.0
Ln Grp LOS	A	B	A	B	B	B	E	A	E	E	A	A
Approach Vol, veh/h		1846			1194			180			137	
Approach Delay, s/veh		14.2			12.3			59.1			72.5	
Approach LOS		B			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.4	108.9		29.7	11.1	109.2		29.7
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	10.5	* 92		27.5	5.5	* 97		27.5
Max Allow Headway (MAH), s	3.8	8.7		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	4.6	42.1		12.1	3.5	22.6		23.0
Green Ext Time (g_e), s	0.1	44.5		0.5	0.0	38.7		0.2
Prob of Phs Call (p_c)	0.99	1.00		1.00	0.92	1.00		1.00
Prob of Max Out (p_x)	0.11	0.00		0.00	1.00	0.00		0.81

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1322	1781			358

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		230		3313		209

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1391		283		442

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	103	0	0	60	60	0	0	137
Grp Sat Flow (s), veh/h/ln	1781	0	0	1322	1781	0	0	1010
Q Serve Time (g_s), s	2.6	0.0	0.0	0.0	1.5	0.0	0.0	10.9
Cycle Q Clear Time (g_c), s	2.6	0.0	0.0	9.7	1.5	0.0	0.0	21.0
Perm LT Sat Flow (s_l), veh/h/ln	265	0	0	1322	517	0	0	1292
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	849	0	0	0	0
Perm LT Eff Green (g_p), s	102.3	0.0	0.0	23.2	102.6	0.0	0.0	23.2
Perm LT Serve Time (g_u), s	62.2	0.0	0.0	2.2	82.0	0.0	0.0	13.0
Perm LT Q Serve Time (g_ps), s	25.4	0.0	0.0	0.0	2.7	0.0	0.0	10.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	217	0	0	186	385	0	0	190
V/C Ratio (X)	0.48	0.00	0.00	0.32	0.16	0.00	0.00	0.72
Avail Cap (c_a), veh/h	283	0	0	224	396	0	0	233
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.66	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.2	0.0	0.0	57.7	7.9	0.0	0.0	64.4
Incr Delay (d2), s/veh	1.6	0.0	0.0	1.0	0.1	0.0	0.0	8.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.8	0.0	0.0	58.7	8.0	0.0	0.0	72.5
1st-Term Q (Q1), veh/ln	1.2	0.0	0.0	2.1	0.5	0.0	0.0	5.2
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.3	0.0	0.0	2.2	0.5	0.0	0.0	5.6
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.12	0.05	0.00	0.00	0.19
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	1	0	0
Grp Vol (v), veh/h	0	1623	0	0	0	539	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	40.1	0.0	0.0	0.0	20.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	40.1	0.0	0.0	0.0	20.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	2424	0	0	0	1216	0	0
V/C Ratio (X)	0.00	0.67	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	2424	0	0	0	1216	0	0
Upstream Filter (I)	0.00	0.66	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.0	0.0	0.0	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.9	0.0	0.0	0.0	11.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.1	0.0	0.0	0.0	7.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.4	0.0	0.0	0.0	7.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	163	0	120	0	552	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1620	0	1819	0	0
Q Serve Time (g_s), s	0.0	5.5	0.0	10.1	0.0	20.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	5.5	0.0	10.1	0.0	20.6	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.16	0.00	0.44
Lane Grp Cap (c), veh/h	0	1081	0	250	0	1245	0	0
V/C Ratio (X)	0.00	0.15	0.00	0.48	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	1081	0	297	0	1245	0	0
Upstream Filter (I)	0.00	0.66	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.5	0.0	57.9	0.0	10.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	1.4	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.6	0.0	59.3	0.0	11.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.7	0.0	4.2	0.0	7.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.8	0.0	4.3	0.0	7.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.18	0.00	0.25	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Intersection	
Int Delay, s/veh	3.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	172	1537	1202	86	60	86

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1288	0	-	0	2358	644
Stage 1	-	-	-	-	1245	-
Stage 2	-	-	-	-	1113	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	534	-	-	-	~ 30	416
Stage 1	-	-	-	-	235	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	534	-	-	-	0	416
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	276	-

Approach	EB	WB	SB
HCM Control Delay, s	7	0	
HCM LOS			-

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	534	-	-	-	-	416
HCM Lane V/C Ratio	0.322	-	-	-	-	0.206
HCM Control Delay (s)	14.9	6.1	-	-	-	15.9
HCM Lane LOS	B	A	-	-	-	C
HCM 95th %tile Q(veh)	1.4	-	-	-	-	0.8

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

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	309	1348	1030	9	9	361

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1039	0	-	0	2327	520
Stage 1	-	-	-	-	1035	-
Stage 2	-	-	-	-	1292	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	665	-	-	-	31	501
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	221	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	665	-	-	-	0	501
Mov Cap-2 Maneuver	-	-	-	-	0	-
Stage 1	-	-	-	-	0	-
Stage 2	-	-	-	-	221	-

Approach	EB	WB	SW
HCM Control Delay, s	7	0	29.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	665	-	-	-	501
HCM Lane V/C Ratio	0.465	-	-	-	0.737
HCM Control Delay (s)	15	5.2	-	-	29.7
HCM Lane LOS	C	A	-	-	D
HCM 95th %tile Q(veh)	2.5	-	-	-	6.1

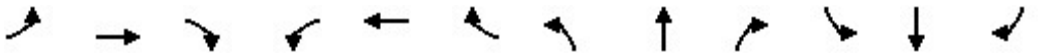
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1717	1288	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	644
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	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	60	1151	146	532	1108	189	86	17	283	69	17	43
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	301	1459	651	612	1935	863	300	18	293	89	91	231
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
Prop Arrive On Green	0.04	0.41	0.41	0.18	0.54	0.54	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.5	27.5	18.0	47.0	14.8	11.2	34.1	0.0	77.4	78.7	0.0	30.6
Ln Grp LOS	B	C	B	D	B	B	C	A	E	E	A	C
Approach Vol, veh/h		1357			1829			386			129	
Approach Delay, s/veh		25.8			23.8			67.8			56.3	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	22.4	43.6		24.0	10.4	55.6		24.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	17.5	* 35		17.5	5.5	* 47		17.5
Max Allow Headway (MAH), s	3.8	8.1		4.1	3.8	7.8		4.4
Max Q Clear (g_c+I1), s	15.5	27.4		18.7	3.3	20.6		19.5
Green Ext Time (g_e), s	0.5	6.9		0.0	0.0	19.1		0.0
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.78	1.00		0.96
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1343	1781			1079

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3554		91		3554		469

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1508		1585		1187

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	532	0	0	86	60	0	0	69
Grp Sat Flow (s), veh/h/ln	1728	0	0	1343	1781	0	0	1079
Q Serve Time (g_s), s	13.5	0.0	0.0	5.1	1.3	0.0	0.0	0.8
Cycle Q Clear Time (g_c), s	13.5	0.0	0.0	7.9	1.3	0.0	0.0	17.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1343	425	0	0	1079
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	17.5	49.0	0.0	0.0	17.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	14.8	30.4	0.0	0.0	0.8
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	5.1	3.1	0.0	0.0	0.8
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	612	0	0	300	301	0	0	89
V/C Ratio (X)	0.87	0.00	0.00	0.29	0.20	0.00	0.00	0.77
Avail Cap (c_a), veh/h	672	0	0	300	333	0	0	89
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	36.0	0.0	0.0	33.6	10.1	0.0	0.0	45.0
Incr Delay (d2), s/veh	11.0	0.0	0.0	0.5	0.3	0.0	0.0	33.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	47.0	0.0	0.0	34.1	10.5	0.0	0.0	78.7
1st-Term Q (Q1), veh/ln	5.3	0.0	0.0	1.6	0.4	0.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.8
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	6.2	0.0	0.0	1.7	0.4	0.0	0.0	2.3
%ile Storage Ratio (RQ%)	0.53	0.00	0.00	0.24	0.05	0.00	0.00	0.60
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1151	0	0	0	1108	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	25.4	0.0	0.0	0.0	18.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.4	0.0	0.0	0.0	18.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1459	0	0	0	1935	0	0
V/C Ratio (X)	0.00	0.79	0.00	0.00	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	1459	0	0	0	1935	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	23.1	0.0	0.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	4.4	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	27.5	0.0	0.0	0.0	14.8	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.3	0.0	0.0	0.0	6.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.9	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.2	0.0	0.0	0.0	6.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	146	0	300	0	189	0	60
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1657
Q Serve Time (g_s), s	0.0	5.4	0.0	16.7	0.0	5.5	0.0	2.7
Cycle Q Clear Time (g_c), s	0.0	5.4	0.0	16.7	0.0	5.5	0.0	2.7
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.72
Lane Grp Cap (c), veh/h	0	651	0	311	0	863	0	322
V/C Ratio (X)	0.00	0.22	0.00	0.96	0.00	0.22	0.00	0.19
Avail Cap (c_a), veh/h	0	651	0	311	0	863	0	322
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	17.2	0.0	35.9	0.0	10.6	0.0	30.3
Incr Delay (d2), s/veh	0.0	0.8	0.0	41.5	0.0	0.6	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	18.0	0.0	77.4	0.0	11.2	0.0	30.6
1st-Term Q (Q1), veh/ln	0.0	1.8	0.0	6.3	0.0	1.6	0.0	1.1
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	3.6	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.9	0.0	9.9	0.0	1.8	0.0	1.1
%ile Storage Ratio (RQ%)	0.00	0.21	0.00	0.43	0.00	0.19	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1580	1168	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1168
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	235
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	235
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	68	383	103	82	21	199	1168	68	27	972	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	321	272	226	211	54	220	1117	65	77	1092	30
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
Prop Arrive On Green	0.05	0.17	0.17	0.03	0.15	0.15	0.06	0.64	0.64	0.02	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.3	64.4	278.5	64.7	0.0	70.3	64.2	0.0	71.5	50.0	0.0	41.3
Ln Grp LOS	F	E	F	E	A	E	E	A	F	D	A	D
Approach Vol, veh/h		656			206			1435			1026	
Approach Delay, s/veh		195.6			67.5			70.5			41.5	
Approach LOS		F			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	9.7	120.9	16.4	33.0	16.0	114.6	12.0	37.4
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green (Gmax), s	5.0	113.6	9.9	26.5	17.0	101.6	5.5	30.9
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.5	3.9	5.9	3.9	4.0
Max Q Clear (g_c+I1), s	2.9	116.9	11.9	11.3	9.7	84.8	7.5	32.9
Green Ext Time (g_e), s	0.0	0.0	0.0	0.2	0.3	9.0	0.0	0.0
Prob of Phs Call (p_c)	0.74	1.00	1.00	0.99	1.00	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.07	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1750		1436		1811		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		102		368		50		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	27	0	205	0	199	0	103	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	9.9	0.0	7.7	0.0	5.5	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	9.9	0.0	7.7	0.0	5.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	450	0	1291	0	564	0	940	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	114.9	0.0	26.5	0.0	108.6	0.0	30.9	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	17.2	0.0	25.8	0.0	25.3	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	14.5	0.0	25.8	0.0	7.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	77	0	261	0	220	0	226	0
V/C Ratio (X)	0.35	0.00	0.78	0.00	0.90	0.00	0.46	0.00
Avail Cap (c_a), veh/h	89	0	261	0	289	0	226	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	47.3	0.0	69.9	0.0	39.3	0.0	63.3	0.0
Incr Delay (d2), s/veh	2.7	0.0	14.4	0.0	24.9	0.0	1.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.0	0.0	84.3	0.0	64.2	0.0	64.7	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	4.4	0.0	5.3	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	1.0	0.0	1.5	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	5.4	0.0	6.8	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	1.31	0.00	1.16	0.00	0.37	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	68
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	321
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	321
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1236	0	103	0	999	0	383
Grp Sat Flow (s), veh/h/ln	0	1852	0	1804	0	1861	0	1585
Q Serve Time (g_s), s	0.0	114.9	0.0	9.3	0.0	82.8	0.0	30.9
Cycle Q Clear Time (g_c), s	0.0	114.9	0.0	9.3	0.0	82.8	0.0	30.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.20	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	1182	0	266	0	1123	0	272
V/C Ratio (X)	0.00	1.05	0.00	0.39	0.00	0.89	0.00	1.41
Avail Cap (c_a), veh/h	0	1182	0	266	0	1123	0	272
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.6	0.0	69.4	0.0	30.6	0.0	74.6
Incr Delay (d2), s/veh	0.0	38.9	0.0	0.9	0.0	10.7	0.0	204.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	71.5	0.0	70.3	0.0	41.3	0.0	278.5
1st-Term Q (Q1), veh/ln	0.0	47.5	0.0	4.3	0.0	36.1	0.0	12.5
2nd-Term Q (Q2), veh/ln	0.0	12.8	0.0	0.1	0.0	3.3	0.0	15.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	60.3	0.0	4.4	0.0	39.4	0.0	27.9
%ile Storage Ratio (RQ%)	0.00	0.69	0.00	0.12	0.00	0.73	0.00	4.73
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	13.5	0.0	0.0	0.0	0.0	0.0	27.7
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	86.0
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	5.2

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	41	185	185	1219	1056	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2714	1125	1193	0	-	0
Stage 1	1125	-	-	-	-	-
Stage 2	1589	-	-	-	-	-
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	~ 23	250	585	-	-	-
Stage 1	310	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 16	250	585	-	-	-
Mov Cap-2 Maneuver	97	-	-	-	-	-
Stage 1	212	-	-	-	-	-
Stage 2	184	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	54.3	1.8	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	585	-	97	250	-	-
HCM Lane V/C Ratio	0.316	-	0.424	0.74	-	-
HCM Control Delay (s)	14	-	67	51.5	-	-
HCM Lane LOS	B	-	F	F	-	-
HCM 95th %tile Q(veh)	1.4	-	1.8	5.2	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	550	601	120	115	670	344	116	411	77	574	726	356
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	528	639	128	131	641	543	135	577	107	547	979	437
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
Prop Arrive On Green	0.15	0.42	0.42	0.07	0.34	0.34	0.08	0.19	0.19	0.16	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	126.7	0.0	69.4	127.5	107.0	52.4	115.2	79.7	80.3	127.7	64.4	76.3
Ln Grp LOS	F	A	E	F	F	D	F	E	F	F	E	E
Approach Vol, veh/h		1271			1129			604			1656	
Approach Delay, s/veh		94.2			92.5			86.8			88.9	
Approach LOS		F			F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	35.0	42.0	34.0	69.0	20.1	56.9	19.7	83.3
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	28.5	34.7	27.5	61.7	15.7	47.5	13.2	76.0
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	30.5	0.0	29.5	63.7	13.6	0.0	13.5	70.5
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.90

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2991		1870		3554		1514

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		556		1585		1585		302

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	574	0	550	0	116	0	115	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	28.5	0.0	27.5	0.0	11.6	0.0	11.5	0.0
Cycle Q Clear Time (g_c), s	28.5	0.0	27.5	0.0	11.6	0.0	11.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	547	0	528	0	135	0	131	0
V/C Ratio (X)	1.05	0.00	1.04	0.00	0.86	0.00	0.88	0.00
Avail Cap (c_a), veh/h	547	0	528	0	155	0	131	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	75.7	0.0	76.2	0.0	82.3	0.0	82.6	0.0
Incr Delay (d2), s/veh	52.0	0.0	50.5	0.0	32.9	0.0	44.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	127.7	0.0	126.7	0.0	115.2	0.0	127.5	0.0
1st-Term Q (Q1), veh/ln	12.4	0.0	12.2	0.0	5.2	0.0	5.3	0.0
2nd-Term Q (Q2), veh/ln	3.9	0.0	3.7	0.0	1.2	0.0	1.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	16.3	0.0	15.9	0.0	6.5	0.0	6.9	0.0
%ile Storage Ratio (RQ%)	1.18	0.00	1.28	0.00	0.75	0.00	1.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	6.7	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	243	0	670	0	726	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.0	0.0	61.7	0.0	33.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.0	0.0	61.7	0.0	33.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	343	0	641	0	979	0	0
V/C Ratio (X)	0.00	0.71	0.00	1.05	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	0	343	0	641	0	979	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	67.9	0.0	59.2	0.0	59.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.7	0.0	47.9	0.0	5.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	79.7	0.0	107.0	0.0	64.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	28.6	0.0	14.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	8.5	0.0	0.7	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.3	0.0	37.1	0.0	15.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.47	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	245	0	344	0	356	0	721
Grp Sat Flow (s), veh/h/ln	0	1770	0	1585	0	1585	0	1816
Q Serve Time (g_s), s	0.0	23.4	0.0	32.8	0.0	37.8	0.0	68.5
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	32.8	0.0	37.8	0.0	68.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	1.00	0.00	1.00	0.00	0.17
Lane Grp Cap (c), veh/h	0	341	0	543	0	437	0	767
V/C Ratio (X)	0.00	0.72	0.00	0.63	0.00	0.82	0.00	0.94
Avail Cap (c_a), veh/h	0	341	0	543	0	437	0	767
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	68.1	0.0	49.7	0.0	60.9	0.0	49.8
Incr Delay (d2), s/veh	0.0	12.3	0.0	2.8	0.0	15.3	0.0	19.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	80.3	0.0	52.4	0.0	76.3	0.0	69.4
1st-Term Q (Q1), veh/ln	0.0	10.3	0.0	13.1	0.0	15.2	0.0	30.8
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.4	0.0	1.9	0.0	4.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	13.5	0.0	17.1	0.0	35.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.17	0.00	0.72	0.00	1.74
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	90.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	95.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	421	545	306	57	96	622

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	363	0	-	0	1722	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	1387	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1196	-	-	-	98	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	232	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	~ 49	707
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	232	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	265.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	473
HCM Lane V/C Ratio	0.352	-	-	-	1.517
HCM Control Delay (s)	9.6	0	-	-	265.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	37.7

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1503	1459	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1459
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	158
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	158
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	621	51	111	749	0	31	0	82	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	546	1136	93	526	1471	1246	189	0	117	0	138	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.04	0.79	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	9.2	5.8	4.3	0.0	37.8	0.0	47.3	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		672			860			113			0	
Approach Delay, s/veh		9.2			4.5			44.7			0.0	
Approach LOS		A			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	10.2	62.0		12.8	0.0	72.2		12.8
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.1	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.6	18.3		6.3	0.0	14.1		0.0
Green Ext Time (g_e), s	0.0	2.6		0.4	0.0	3.4		0.0
Prob of Phs Call (p_c)	0.93	1.00		0.93	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1705		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	111	0	0	31	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	766	0	0	1440	713	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.6	0.0	0.0	6.3	66.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	40.4	0.0	0.0	6.3	54.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	526	0	0	189	546	0	0	0
V/C Ratio (X)	0.21	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	534	0	0	635	627	0	0	0
Upstream Filter (I)	0.84	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	5.6	0.0	0.0	37.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.8	0.0	0.0	37.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	749	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1471	0	138
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1471	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	672	0	82	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	16.3	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	4.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1229	0	117	0	1246	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.70	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1229	0	615	0	1246	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.4	0.0	38.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	47.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	1.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	570	50	288	807	824	22	59	253	726	54	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	179	1251	558	421	1418	633	314	330	280	798	432	366
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.70	0.70	0.09	0.40	0.40	0.18	0.18	0.18	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.8	19.0	16.8	39.1	40.9	195.6	58.5	59.8	85.1	76.6	51.9	54.5
Ln Grp LOS	D	B	B	D	D	F	E	E	F	E	D	D
Approach Vol, veh/h		746			1919			334			889	
Approach Delay, s/veh		23.6			107.0			78.9			72.4	
Approach LOS		C			F			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	21.0	66.7	45.7	36.5	13.0	74.7		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	14.5	39.1	43.0	47.0	6.5	47.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	16.5	0.0	36.8	28.6	8.5	0.0		
Green Ext Time (g_e), s	0.0	0.0	2.5	1.4	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.71	0.00	1.00	0.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		3456	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3554	1870	1870		3554					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1585	1585	1585		1585					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment	L (Pr/Pm)			L	LL (Pr/Pm)							

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	288	0	726	22	126	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	14.5	0.0	34.8	1.8	6.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.5	0.0	34.8	1.8	6.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	804	0	1728	1781	308	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	59.8	0.0	0.0	0.0	67.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	48.0	0.0	0.0	0.0	37.8	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	18.1	0.0	0.0	0.0	28.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	421	0	798	314	179	0	0	0
V/C Ratio (X)	0.68	0.00	0.91	0.07	0.70	0.00	0.00	0.00
Avail Cap (c_a), veh/h	421	0	874	492	179	0	0	0
Upstream Filter (I)	0.72	0.00	1.00	1.00	0.82	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.4	0.0	63.7	58.4	36.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	12.9	0.1	10.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.1	0.0	76.6	58.5	46.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	15.4	0.8	3.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	1.4	0.0	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	16.8	0.8	3.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.47	0.00	1.42	0.32	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	570	54	59	0	807	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.9	3.9	4.6	0.0	30.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.9	3.9	4.6	0.0	30.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1251	432	330	0	1418	0	0
V/C Ratio (X)	0.00	0.46	0.13	0.18	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	1251	473	517	0	1418	0	0
Upstream Filter (I)	0.00	0.82	1.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.1	51.8	59.5	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.2	0.3	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	51.9	59.8	0.0	40.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.1	1.9	2.2	0.0	13.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.05	0.07	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	50	109	253	0	824	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	1.7	9.7	26.6	0.0	67.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.7	9.7	26.6	0.0	67.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	558	366	280	0	633	0	0
V/C Ratio (X)	0.00	0.09	0.30	0.90	0.00	1.30	0.00	0.00
Avail Cap (c_a), veh/h	0	558	401	438	0	633	0	0
Upstream Filter (I)	0.00	0.82	1.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	54.0	68.6	0.0	51.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	16.5	0.0	144.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	54.5	85.1	0.0	195.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	3.9	10.8	0.0	26.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	1.3	0.0	25.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.7	4.0	12.1	0.0	52.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.81	0.40	0.00	8.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	47.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	600	0	0	530
Future Vol, veh/h	0	0	600	0	0	530
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	1148	0	0	1014

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	574	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	462	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	462	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	966	0	0	928	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	966
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	309
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1052	0	0	976	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	526
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.93
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	-	0	0	-	0	497
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	497
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	600	530	0	0	0
Future Vol, veh/h	0	600	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1148	1014	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	507
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	-	-	0	0	511
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	511
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	565	788	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	788
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	391
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	391
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				288	0	0	0	538	0	0	663	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				363	0		0	2238		0	2238	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.20	0.00	0.00	0.00	0.63	0.00	0.00	0.63	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				33.4	0.0	0.0	0.0	6.0	0.0	0.0	6.3	0.0
Ln Grp LOS				C	A		A	A		A	A	
Approach Vol, veh/h					288			538			663	
Approach Delay, s/veh					33.4			6.0			6.3	
Approach LOS					C			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		21.0		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		12.9		0.0		
Green Ext Time (g_e), s		0.0		1.6		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	288	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	363	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.79	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	841	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	6.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	5.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.11	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	538	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	4.7	0.0	0.0	0.0	6.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	2238	0	0	0	2238	0	0
V/C Ratio (X)	0.00	0.24	0.00	0.00	0.00	0.30	0.00	0.00
Avail Cap (c_a), veh/h	0	2238	0	0	0	2238	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.7	0.0	0.0	0.0	6.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	0.0	0.0	6.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.3	0.0	0.0	0.0	1.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.3	0.0	0.0	0.0	1.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	998	0	323	0	998	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	998	0	748	0	998	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	158	391	391			0	929	0	212	739	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	343	537	537			0	1819		779	2313	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.19	0.19	0.19			0.00	0.51	0.00	0.06	0.65	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	30.8	33.9	33.9			0.0	14.3	0.0	9.4	6.7	0.0
Ln Grp LOS	C	C	C			A	B		A	A	A
Approach Vol, veh/h	549						929			951	
Approach Delay, s/veh	33.0						14.3			7.3	
Approach LOS	C						B			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	11.5	48.5		22.3		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	4.2	0.0		12.8		0.0		
Green Ext Time (g_e), s	0.4	0.0		3.0		0.0		
Prob of Phs Call (p_c)	0.99	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		0.07		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	212	0	0	158	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	2.2	0.0	0.0	6.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	584	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	44.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	27.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	42.1	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	779	0	0	343	0	0	0	0
V/C Ratio (X)	0.27	0.00	0.00	0.46	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	928	0	0	617	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	9.1	0.0	0.0	29.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.4	0.0	0.0	30.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.6	0.0	0.0	2.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.7	0.0	0.0	2.8	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.07	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	929	0	0	0	739	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	0.0	0.0	7.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	1819	0	0	0	2313	0	0
V/C Ratio (X)	0.00	0.51	0.00	0.00	0.00	0.32	0.00	0.00
Avail Cap (c_a), veh/h	0	1819	0	0	0	2313	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.3	0.0	0.0	0.0	6.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.3	0.0	0.0	0.0	6.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	0.0	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.5	0.0	0.0	0.0	2.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	391	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	10.8	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	537	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.73	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	966	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	31.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	2.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	33.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	3.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	3.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.8
HCM 6th LOS	B

Notes

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

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

Intersection	
Int Delay, s/veh	2.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	65	0	11	5	761	76	0	1005	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1399	1855	505	1312	1819	419	1010	0	0	837	0	0
Stage 1	1008	1008	-	809	809	-	-	-	-	-	-	-
Stage 2	391	847	-	503	1010	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	100	73	512	116	77	583	682	-	-	793	-	-
Stage 1	258	316	-	340	392	-	-	-	-	-	-	-
Stage 2	605	376	-	519	316	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	98	72	512	114	76	583	682	-	-	793	-	-
Mov Cap-2 Maneuver	98	72	-	114	76	-	-	-	-	-	-	-
Stage 1	256	316	-	338	389	-	-	-	-	-	-	-
Stage 2	589	373	-	513	316	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.1	63.5	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	682	-	-	512	114	583	793	-	-
HCM Lane V/C Ratio	0.008	-	-	0.011	0.572	0.019	-	-	-
HCM Control Delay (s)	10.3	-	-	12.1	72.2	11.3	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	2.8	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	429	0	0	663	375	0	0	0	158	0	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	726	709	0	726	709	601	0	194	0	236	0	165
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
Prop Arrive On Green	0.38	0.38	0.00	0.00	0.38	0.38	0.00	0.00	0.00	0.10	0.00	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	39.1	0.0	0.0	63.4	40.5	0.0	0.0	0.0	65.5	0.0	58.8
Ln Grp LOS	A	D	A	A	E	D	A	A	A	E	A	E
Approach Vol, veh/h		467			1038			0			196	
Approach Delay, s/veh		35.9			55.1			0.0			64.2	
Approach LOS		D			E						E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		21.2	60.0	60.0		21.2
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.8		3.8
Max Q Clear (g_c+I1), s	0.0	28.1		0.0	4.1	50.1		14.3
Green Ext Time (g_e), s	0.0	8.0		0.0	0.1	2.2		0.4
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	38	0	0	158
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.1	0.0	0.0	12.3
Perm LT Sat Flow (s_l), veh/h/ln	959	0	0	0	544	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	14.7
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.7
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.3
Time to First Blk (g_f), s	0.0	0.0	0.0	14.7	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	236
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.67
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	348
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	62.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	65.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.13
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	429	0	0	0	663	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	26.1	0.0	0.0	0.0	48.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	26.1	0.0	0.0	0.0	48.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	709	0	194	0	709	0	0
V/C Ratio (X)	0.00	0.61	0.00	0.00	0.00	0.94	0.00	0.00
Avail Cap (c_a), veh/h	0	709	0	311	0	709	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	35.3	0.0	0.0	0.0	42.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.8	0.0	0.0	0.0	21.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	39.1	0.0	0.0	0.0	63.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.4	0.0	0.0	0.0	20.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.0	0.0	0.0	4.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	12.2	0.0	0.0	0.0	25.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.00	0.00	0.20	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	375	0	38
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	27.2	0.0	3.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	601	0	165
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.62	0.00	0.23
Avail Cap (c_a), veh/h	0	0	0	0	0	601	0	264
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	35.7	0.0	58.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	4.8	0.0	0.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	40.5	0.0	58.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	10.0	0.0	1.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	10.8	0.0	1.3
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.87	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	495	76	92	913	38	65	27	27	54	27	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	1130	957	560	1143	48	217	106	106	110	48	82
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
Prop Arrive On Green	0.01	0.60	0.60	0.05	0.64	0.64	0.12	0.12	0.12	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	11.8	10.7	7.4	6.7	0.0	17.3	37.0	0.0	35.7	40.3	0.0	0.0
Ln Grp LOS	B	B	A	A	A	B	D	A	D	D	A	A
Approach Vol, veh/h		582			1043			119			146	
Approach Delay, s/veh		10.3			16.4			36.4			40.3	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.0	60.0		17.4	7.7	63.3		17.4
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.3		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.7	14.6		7.2	2.2	35.3		10.6
Green Ext Time (g_e), s	0.2	10.9		0.3	0.0	14.5		0.4
Prob of Phs Call (p_c)	0.90	1.00		1.00	0.24	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1304	1781			436

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		858		1783		386

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		74		659

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	65	11	0	0	146
Grp Sat Flow (s), veh/h/ln	1781	0	0	1304	1781	0	0	1481
Q Serve Time (g_s), s	1.7	0.0	0.0	0.0	0.2	0.0	0.0	6.0
Cycle Q Clear Time (g_c), s	1.7	0.0	0.0	5.2	0.2	0.0	0.0	8.6
Perm LT Sat Flow (s_l), veh/h/ln	841	0	0	1304	590	0	0	1371
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1038	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	10.9	56.7	0.0	0.0	10.9
Perm LT Serve Time (g_u), s	40.8	0.0	0.0	2.4	23.4	0.0	0.0	8.4
Perm LT Q Serve Time (g_ps), s	1.5	0.0	0.0	0.0	0.6	0.0	0.0	6.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	560	0	0	217	261	0	0	239
V/C Ratio (X)	0.16	0.00	0.00	0.30	0.04	0.00	0.00	0.61
Avail Cap (c_a), veh/h	943	0	0	461	711	0	0	526
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	6.6	0.0	0.0	36.2	11.7	0.0	0.0	37.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.8	0.1	0.0	0.0	2.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	6.7	0.0	0.0	37.0	11.8	0.0	0.0	40.3
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	1.3	0.1	0.0	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	1.4	0.1	0.0	0.0	3.2
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.08	0.01	0.00	0.00	0.11
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	495	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1130	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1130	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	9.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	10.7	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	4.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.4	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	76	0	54	0	951	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1857	0	0
Q Serve Time (g_s), s	0.0	1.8	0.0	2.5	0.0	33.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.8	0.0	2.5	0.0	33.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.04	0.00	0.45
Lane Grp Cap (c), veh/h	0	957	0	212	0	1191	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.25	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	957	0	534	0	1191	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.3	0.0	35.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.6	0.0	5.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	7.4	0.0	35.7	0.0	17.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	1.1	0.0	9.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	1.1	0.0	11.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.06	0.00	0.05	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.6
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	38	495	870	11	33	120

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	881	0	-	0	1447	876
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	767	-	-	-	145	348
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	767	-	-	-	135	348
Mov Cap-2 Maneuver	-	-	-	-	265	-
Stage 1	-	-	-	-	379	-
Stage 2	-	-	-	-	565	-

Approach	EB	WB	SB
HCM Control Delay, s	0.7	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	767	-	-	-	265	348
HCM Lane V/C Ratio	0.05	-	-	-	0.123	0.344
HCM Control Delay (s)	9.9	0	-	-	20.5	20.7
HCM Lane LOS	A	A	-	-	C	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4	1.5

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	76	516	652	5	5	141

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1323	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	668	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	172	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	152	466
Mov Cap-2 Maneuver	-	-	-	-	289	-
Stage 1	-	-	-	-	458	-
Stage 2	-	-	-	-	510	-

Approach	EB	WB	SW
HCM Control Delay, s	1.2	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	456
HCM Lane V/C Ratio	0.082	-	-	-	0.322
HCM Control Delay (s)	9.2	0	-	-	16.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

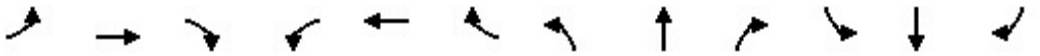
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	717	940	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	470
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	-	-	0	0	540
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	540
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	516	38	92	489	33	92	11	261	11	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	489	1038	880	953	1103	934	329	12	296	105	166	166
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
Prop Arrive On Green	0.01	0.56	0.56	0.05	0.59	0.59	0.19	0.19	0.19	0.19	0.19	0.19
Unsig. Movement Delay												
Ln Grp Delay, s/veh	8.7	14.8	9.8	9.3	12.3	8.3	34.8	0.0	55.0	46.4	0.0	31.8
Ln Grp LOS	A	B	A	A	B	A	C	A	D	D	A	C
Approach Vol, veh/h		565			614			364			33	
Approach Delay, s/veh		14.4			11.6			49.9			36.6	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	11.1	60.0		25.1	7.8	63.3		25.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.5		4.1	3.8	8.5		4.2
Max Q Clear (g_c+I1), s	3.0	18.3		17.9	2.2	16.0		18.9
Green Ext Time (g_e), s	0.1	10.8		0.7	0.0	10.4		0.0
Prob of Phs Call (p_c)	0.91	1.00		1.00	0.25	1.00		0.59
Prob of Max Out (p_x)	0.14	0.00		0.50	0.01	0.00		0.58

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1390	1781			1107

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		64		1870		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1530		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	92	0	0	92	11	0	0	11
Grp Sat Flow (s), veh/h/ln	1728	0	0	1390	1781	0	0	1107
Q Serve Time (g_s), s	1.0	0.0	0.0	5.6	0.2	0.0	0.0	0.9
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	6.6	0.2	0.0	0.0	16.9
Perm LT Sat Flow (s_l), veh/h/ln	829	0	0	1390	880	0	0	1107
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	18.6	56.7	0.0	0.0	18.6
Perm LT Serve Time (g_u), s	37.1	0.0	0.0	17.6	42.7	0.0	0.0	2.7
Perm LT Q Serve Time (g_ps), s	1.0	0.0	0.0	5.6	0.2	0.0	0.0	0.9
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	953	0	0	329	489	0	0	105
V/C Ratio (X)	0.10	0.00	0.00	0.28	0.02	0.00	0.00	0.10
Avail Cap (c_a), veh/h	1095	0	0	400	623	0	0	162
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	9.3	0.0	0.0	34.4	8.7	0.0	0.0	45.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	9.3	0.0	0.0	34.8	8.7	0.0	0.0	46.4
1st-Term Q (Q1), veh/ln	0.3	0.0	0.0	1.8	0.1	0.0	0.0	0.3
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.3	0.0	0.0	1.9	0.1	0.0	0.0	0.3
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.27	0.01	0.00	0.00	0.07
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	516	0	0	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	16.3	0.0	0.0	0.0	14.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	0.0	0.0	14.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1038	0	0	0	1103	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.00	0.00	0.44	0.00	0.00
Avail Cap (c_a), veh/h	0	1038	0	0	0	1103	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.1	0.0	0.0	0.0	11.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	14.8	0.0	0.0	0.0	12.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.8	0.0	0.0	0.0	4.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.3	0.0	0.0	0.0	5.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	38	0	272	0	33	0	22
Grp Sat Flow (s), veh/h/ln	0	1585	0	1595	0	1585	0	1716
Q Serve Time (g_s), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Cycle Q Clear Time (g_c), s	0.0	1.1	0.0	15.9	0.0	0.8	0.0	1.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.96	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	880	0	309	0	934	0	332
V/C Ratio (X)	0.00	0.04	0.00	0.88	0.00	0.04	0.00	0.07
Avail Cap (c_a), veh/h	0	880	0	390	0	934	0	419
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.7	0.0	37.7	0.0	8.3	0.0	31.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	17.3	0.0	0.1	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.8	0.0	55.0	0.0	8.3	0.0	31.8
1st-Term Q (Q1), veh/ln	0.0	0.3	0.0	6.0	0.0	0.2	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.3	0.0	7.5	0.0	0.3	0.0	0.4
%ile Storage Ratio (RQ%)	0.00	0.04	0.00	0.33	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.0
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	620	870	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	870
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	350
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	350
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	174	33	71	33	22	22	120	701	49	27	511	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	206	216	183	69	33	33	535	1115	78	380	1110	59
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
Prop Arrive On Green	0.12	0.12	0.12	0.04	0.04	0.04	0.04	0.65	0.65	0.02	0.63	0.63
Unsig. Movement Delay												
Ln Grp Delay, s/veh	70.3	56.5	59.1	71.6	0.0	77.9	10.4	0.0	17.4	12.5	0.0	14.9
Ln Grp LOS	E	E	E	E	A	E	B	A	B	B	A	B
Approach Vol, veh/h		278			77			870			565	
Approach Delay, s/veh		65.8			75.2			16.5			14.8	
Approach LOS		E			E			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	9.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.3	97.2	22.8	11.9	11.4	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	2.8	36.2	15.5	5.6	5.4	23.3		
Green Ext Time (g_e), s	0.0	8.5	0.8	0.1	0.1	5.4		
Prob of Phs Call (p_c)	0.65	1.00	1.00	0.95	0.99	1.00		
Prob of Max Out (p_x)	0.03	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		1728	1870	858		1761		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		121	1585	858		93		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	27	0	174	33	120	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.8	0.0	13.5	2.6	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	712	0	1781	1781	867	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	89.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	57.0	0.0	0.0	0.0	67.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.3	0.0	0.0	0.0	3.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	380	0	206	69	535	0	0	0
V/C Ratio (X)	0.07	0.00	0.84	0.48	0.22	0.00	0.00	0.00
Avail Cap (c_a), veh/h	452	0	486	334	580	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	12.4	0.0	61.2	66.5	10.2	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	9.1	5.1	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	12.5	0.0	70.3	71.6	10.4	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.3	0.0	6.0	1.2	1.2	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.5	0.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.3	0.0	6.6	1.3	1.2	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.06	0.00	1.59	0.29	0.21	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment			T					
Lanes in Grp	0	0	1	0	0	0	0	0
Grp Vol (v), veh/h	0	0	33	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1870	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	2.2	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	216	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	510	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	56.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	56.5	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.1	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	750	71	44	0	538	0	0
Grp Sat Flow (s), veh/h/ln	0	1849	1585	1716	0	1854	0	0
Q Serve Time (g_s), s	0.0	34.2	5.9	3.6	0.0	21.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	34.2	5.9	3.6	0.0	21.3	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.50	0.00	0.05	0.00	0.00
Lane Grp Cap (c), veh/h	0	1193	183	66	0	1168	0	0
V/C Ratio (X)	0.00	0.63	0.39	0.67	0.00	0.46	0.00	0.00
Avail Cap (c_a), veh/h	0	1193	432	322	0	1168	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	14.9	57.8	67.0	0.0	13.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.5	1.3	10.9	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.4	59.1	77.9	0.0	14.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	13.1	2.3	1.6	0.0	8.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	13.9	2.4	1.8	0.0	9.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.16	0.41	0.05	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.1
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	2.4

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	380	60
Future Vol, veh/h	30	90	175	650	380	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	98	190	707	413	65

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1533	446	478	0	-	0
Stage 1	446	-	-	-	-	-
Stage 2	1087	-	-	-	-	-
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	128	612	1084	-	-	-
Stage 1	645	-	-	-	-	-
Stage 2	323	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	106	612	1084	-	-	-
Mov Cap-2 Maneuver	228	-	-	-	-	-
Stage 1	532	-	-	-	-	-
Stage 2	323	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	14.8	1.9	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	1084	-	228	612	-	-
HCM Lane V/C Ratio	0.175	-	0.143	0.16	-	-
HCM Control Delay (s)	9	-	23.4	12	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.6	-	0.5	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	359	326	54	22	212	207	65	293	33	141	228	201
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	427	405	67	36	291	247	83	1543	172	196	1736	774
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
Prop Arrive On Green	0.12	0.26	0.26	0.02	0.16	0.16	0.05	0.48	0.48	0.06	0.49	0.49
Unsig. Movement Delay												
Ln Grp Delay, s/veh	68.3	0.0	56.2	88.3	64.7	71.3	84.5	22.7	22.7	74.0	21.0	23.1
Ln Grp LOS	E	A	E	F	E	E	F	C	C	E	C	C
Approach Vol, veh/h		739			441			391			570	
Approach Delay, s/veh		62.1			69.0			33.0			34.8	
Approach LOS		E			E			C			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	14.9	78.5	24.9	30.5	13.5	80.0	9.5	45.9
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	8.0	0.0	17.1	20.9	7.4	0.0	3.8	31.0
Green Ext Time (g_e), s	0.5	0.0	1.3	2.3	0.1	0.0	0.0	2.3
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.93	1.00	0.60	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3223		1870		3554		1565

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		360		1585		1585		259

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	141	0	359	0	65	0	22	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Cycle Q Clear Time (g_c), s	6.0	0.0	15.1	0.0	5.4	0.0	1.8	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	196	0	427	0	83	0	36	0
V/C Ratio (X)	0.72	0.00	0.84	0.00	0.78	0.00	0.62	0.00
Avail Cap (c_a), veh/h	1010	0	1010	0	281	0	162	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	69.0	0.0	63.8	0.0	70.2	0.0	72.3	0.0
Incr Delay (d2), s/veh	4.9	0.0	4.5	0.0	14.4	0.0	15.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	74.0	0.0	68.3	0.0	84.5	0.0	88.3	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	6.6	0.0	2.4	0.0	0.8	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.3	0.0	0.2	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	2.7	0.0	6.9	0.0	2.7	0.0	1.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.56	0.00	0.31	0.00	0.15	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	160	0	212	0	228	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	7.7	0.0	16.1	0.0	5.2	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	7.7	0.0	16.1	0.0	5.2	0.0	0.0
Lane Grp Cap (c), veh/h	0	851	0	291	0	1736	0	0
V/C Ratio (X)	0.00	0.19	0.00	0.73	0.00	0.13	0.00	0.00
Avail Cap (c_a), veh/h	0	851	0	1039	0	1736	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.2	0.0	59.8	0.0	20.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.0	4.9	0.0	0.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	64.7	0.0	21.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	7.5	0.0	2.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.2	0.0	7.9	0.0	2.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.10	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	166	0	207	0	201	0	380
Grp Sat Flow (s), veh/h/ln	0	1806	0	1585	0	1585	0	1824
Q Serve Time (g_s), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	29.0
Cycle Q Clear Time (g_c), s	0.0	7.8	0.0	18.9	0.0	11.1	0.0	29.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.20	0.00	1.00	0.00	1.00	0.00	0.14
Lane Grp Cap (c), veh/h	0	865	0	247	0	774	0	472
V/C Ratio (X)	0.00	0.19	0.00	0.84	0.00	0.26	0.00	0.80
Avail Cap (c_a), veh/h	0	865	0	881	0	774	0	1381
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	22.3	0.0	61.0	0.0	22.3	0.0	51.6
Incr Delay (d2), s/veh	0.0	0.5	0.0	10.3	0.0	0.8	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	22.7	0.0	71.3	0.0	23.1	0.0	56.2
1st-Term Q (Q1), veh/ln	0.0	3.2	0.0	7.6	0.0	4.1	0.0	13.2
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.7	0.0	0.2	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.3	0.0	8.3	0.0	4.3	0.0	13.8
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.47	0.00	0.18	0.00	0.68
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	50.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	4.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	109	98	98	43	22	136

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	141	0	-	0	436	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	316	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1442	-	-	-	578	931
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	739	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1442	-	-	-	532	931
Mov Cap-2 Maneuver	-	-	-	-	598	-
Stage 1	-	-	-	-	833	-
Stage 2	-	-	-	-	739	-

Approach	EB	WB	SB
HCM Control Delay, s	4.1	0	10.1
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1442	-	-	-	865
HCM Lane V/C Ratio	0.075	-	-	-	0.182
HCM Control Delay (s)	7.7	0	-	-	10.1
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	842	652	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	652
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	467
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	467
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	643	8	27	504	0	0	0	26	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	3	1244	15	42	1491	1263	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.02	0.80	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.9	49.9	2.5	0.0	0.0	0.0	58.7	0.0	0.0	0.0
Ln Grp LOS	A	A	A	D	A	A	A	A	E	A	A	A
Approach Vol, veh/h		651			531			26			0	
Approach Delay, s/veh		6.9			4.9			58.7			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	8.1	50.0		8.0	0.0	58.1		8.0
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.0	13.5		3.1	0.0	6.9		0.0
Green Ext Time (g_e), s	0.0	3.4		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.39	1.00		0.38	0.00	1.00		0.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1843		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		23		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)				L (Prot)			

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	27	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.5	0.0	0.0	0.0	1.5
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	42	0	0	0	3	0	0	0
V/C Ratio (X)	0.64	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	364	0	0	0	364	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	32.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	17.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.20	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	504	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	4.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1491	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	948	0	1491	0	948
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	651	0	26	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.5	0.0	1.1	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1260	0	36	0	1263	0	0
V/C Ratio (X)	0.00	0.52	0.00	0.71	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1260	0	804	0	1263	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	5.4	0.0	32.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	26.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.9	0.0	58.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.1	0.0	0.4	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	3.6	0.0	0.7	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.21	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	7.1
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	49	604	16	163	478	489	20	21	180	318	12	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	64	1514	675	196	1777	793	240	252	214	414	224	190
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
Prop Arrive On Green	0.04	0.43	0.43	0.11	0.50	0.50	0.13	0.13	0.13	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	83.1	25.8	21.0	67.0	18.6	26.4	47.9	47.9	63.6	57.5	49.3	50.5
Ln Grp LOS	F	C	C	E	B	C	D	D	E	E	D	D
Approach Vol, veh/h		669			1130			221			364	
Approach Delay, s/veh		29.9			28.9			60.7			56.5	
Approach LOS		C			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	20.4	60.7	21.6	23.5	11.1	70.0		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	13.3	0.0	13.3	16.0	5.4	0.0		
Green Ext Time (g_e), s	0.6	0.0	1.9	1.0	0.1	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.82	1.00		
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	163	0	318	20	49	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	11.3	0.0	11.3	1.2	3.4	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	196	0	414	240	64	0	0	0
V/C Ratio (X)	0.83	0.00	0.77	0.08	0.76	0.00	0.00	0.00
Avail Cap (c_a), veh/h	402	0	1328	685	261	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	55.0	0.0	53.8	47.8	60.3	0.0	0.0	0.0
Incr Delay (d2), s/veh	12.0	0.0	3.6	0.2	22.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	67.0	0.0	57.5	47.9	83.1	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	5.0	0.0	4.9	0.6	1.6	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.7	0.0	0.2	0.0	0.4	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	5.7	0.0	5.1	0.6	2.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.88	0.00	0.43	0.22	0.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	604	12	21	0	478	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.8	0.7	1.2	0.0	9.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1514	224	252	0	1777	0	0
V/C Ratio (X)	0.00	0.40	0.05	0.08	0.00	0.27	0.00	0.00
Avail Cap (c_a), veh/h	0	1514	719	719	0	1777	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	25.0	49.2	47.8	0.0	18.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.8	0.1	0.2	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	25.8	49.3	47.9	0.0	18.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.3	0.3	0.6	0.0	4.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.3	0.6	0.0	4.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.31	0.01	0.02	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	16	34	180	0	489	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.7	2.4	14.0	0.0	28.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	675	190	214	0	793	0	0
V/C Ratio (X)	0.00	0.02	0.18	0.84	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	675	609	609	0	793	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	21.0	49.9	53.3	0.0	22.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.5	10.3	0.0	3.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	21.0	50.5	63.6	0.0	26.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.3	1.0	5.6	0.0	10.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.8	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.3	1.0	6.2	0.0	11.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.20	0.20	0.00	1.69	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	36.4
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	320	0	0	330
Future Vol, veh/h	0	0	320	0	0	330
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	348	0	0	359

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	348	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	695	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	695	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	190	0	0	220	0	0
Future Vol, veh/h	190	0	0	220	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	207	0	0	239	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	207
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	833
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	833
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	210	0	0	250	0	0
Future Vol, veh/h	210	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	228	0	0	272	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	228
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	811
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	811
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	280	320	0	0	0
Future Vol, veh/h	0	280	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	304	348	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	348
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	695
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	695
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	520	725	0	0	0
Future Vol, veh/h	0	520	725	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	712	993	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	993
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	298
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	298
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (veh/h)	0	0	0	265	0	280	0	495	505	0	610	380
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				305	0	0	0	651	0	0	816	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				369	0		0	2323		0	2323	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.21	0.00	0.00	0.00	0.65	0.00	0.00	0.65	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	6.4	0.0	0.0	7.0	0.0
Ln Grp LOS				D	A		A	A		A	A	
Approach Vol, veh/h					305			651			816	
Approach Delay, s/veh					40.0			6.4			7.0	
Approach LOS					D			A			A	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		60.9		24.1		60.9		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		15.9		0.0		
Green Ext Time (g_e), s		0.0		1.7		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.00		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	305	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	13.9	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	55.6	0.0	0.0	0.0	55.6	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	369	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.83	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.2	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	5.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	6.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.14	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	651	0	0	0	816	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	6.6	0.0	0.0	0.0	8.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	2323	0	0	0	2323	0	0
V/C Ratio (X)	0.00	0.28	0.00	0.00	0.00	0.35	0.00	0.00
Avail Cap (c_a), veh/h	0	2323	0	0	0	2323	0	0
Upstream Filter (I)	0.00	0.58	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.2	0.0	0.0	0.0	6.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.4	0.0	0.0	0.0	7.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.9	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	2.0	0.0	0.0	0.0	2.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.00	0.00	0.10	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1036	0	329	0	1036	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1036	0	662	0	1036	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (veh/h)	145	0	360	0	0	0	855	160	195	680	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	249	415	415			0	985	0	335	783	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	324	507	507			0	1669		416	2369	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.33	1.33	1.00
Prop Arrive On Green	0.18	0.18	0.18			0.00	0.47	0.00	0.16	0.89	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	42.5	42.3	42.3			0.0	17.9	0.0	43.5	2.1	0.0
Ln Grp LOS	D	D	D			A	B		D	A	A
Approach Vol, veh/h	664						985			1118	
Approach Delay, s/veh	42.4						17.9			14.5	
Approach LOS	D						B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	16.7	46.3		21.9		63.1		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	11.5	* 37		17.5		* 55		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	9.9	0.0		14.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.3		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data											
Assigned Mvmt	1	5		7							
Mvmt Sat Flow, veh/h	3456	0		1781							

Through Movement Data											
Assigned Mvmt		2		4		6					
Mvmt Sat Flow, veh/h		3741		0		3647					

Right-Turn Movement Data											
Assigned Mvmt		12		14		16					
Mvmt Sat Flow, veh/h		0		2790		0					

Left Lane Group Data											
Assigned Mvmt	1	5	0	7	0	0	0	0			
Lane Assignment	L (Prot)			L							

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	335	0	0	249	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	7.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.9	0.0	0.0	11.3	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	39.9	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	416	0	0	324	0	0	0	0
V/C Ratio (X)	0.81	0.00	0.00	0.77	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	468	0	0	367	0	0	0	0
Upstream Filter (I)	0.89	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	34.7	0.0	0.0	33.1	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	8.8	0.0	0.0	9.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.5	0.0	0.0	42.5	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.0	0.0	0.0	4.7	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.5	0.0	0.0	0.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.5	0.0	0.0	5.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.36	0.00	0.00	0.05	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	985	0	0	0	783	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	17.3	0.0	0.0	0.0	3.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	17.3	0.0	0.0	0.0	3.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1669	0	0	0	2369	0	0
V/C Ratio (X)	0.00	0.59	0.00	0.00	0.00	0.33	0.00	0.00
Avail Cap (c_a), veh/h	0	1669	0	0	0	2369	0	0
Upstream Filter (I)	0.00	0.87	0.00	0.00	0.00	0.89	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.5	0.0	0.0	0.0	1.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.0	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.9	0.0	0.0	0.0	2.1	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.6	0.0	0.0	0.0	0.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	6.9	0.0	0.0	0.0	0.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.25	0.00	0.00	0.00	0.02	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	415	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	12.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	507	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.82	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	574	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	33.4	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	42.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	4.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	4.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.04	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	22.4
HCM 6th LOS	C

Notes

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

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

Intersection	
Int Delay, s/veh	24.8

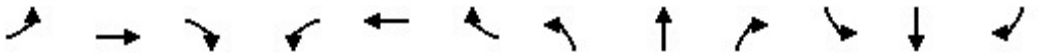
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Future Vol, veh/h	0	0	5	60	0	10	5	700	70	0	925	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	103	0	17	9	1004	120	0	1357	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1882	2504	683	1761	2448	562	1366	0	0	1124	0	0
Stage 1	1362	1362	-	1082	1082	-	-	-	-	-	-	-
Stage 2	520	1142	-	679	1366	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	43	28	392	~ 54	31	470	499	-	-	617	-	-
Stage 1	156	214	-	232	292	-	-	-	-	-	-	-
Stage 2	507	273	-	408	213	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	41	27	392	~ 52	30	470	499	-	-	617	-	-
Mov Cap-2 Maneuver	41	27	-	~ 52	30	-	-	-	-	-	-	-
Stage 1	153	214	-	228	287	-	-	-	-	-	-	-
Stage 2	480	268	-	399	213	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.4	$ 539.7	0.1	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	499	-	-	392	52	470	617	-	-
HCM Lane V/C Ratio	0.017	-	-	0.022	1.982	0.037	-	-	-
HCM Control Delay (s)	12.3	-	-	14.4	$ 627.5	13	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	10.2	0.1	0	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (veh/h)	35	395	0	0	610	345	0	0	0	145	0	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	541	0	0	835	472	0	0	0	199	0	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	546	9999	0	98	9999	9999	0	260	0	344	0	221
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
Prop Arrive On Green	0.25	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.14	0.00	0.14
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8	0.0	29.1
Ln Grp LOS	A	A	A	A	A	A	A	A	A	C	A	C
Approach Vol, veh/h		589			1307			0			247	
Approach Delay, s/veh		0.0			0.0			0.0			32.1	
Approach LOS		A			A						C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	799.9		16.9	25.5	774.4		16.9
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	45.5	45.5		16.5	45.5	45.5		16.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	5.9		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	4.3	2.0		10.1
Green Ext Time (g_e), s	0.0	13.4		0.0	0.1	17.0		0.4
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.63	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.17

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	48	0	0	199
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	2.3	0.0	0.0	8.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	2.3	0.0	0.0	8.1
Perm LT Sat Flow (s_l), veh/h/ln	865	0	0	0	421	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	45.5	0.0	0.0	0.0	45.5	0.0	0.0	10.4
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	10.4
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.1
Time to First Blk (g_f), s	0.0	0.0	0.0	10.4	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	344
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.58
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	488
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	31.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	32.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.2
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.08
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	541	0	0	0	835	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	19301	0	260	0	18666	0	0
V/C Ratio (X)	0.00	0.03	0.00	0.00	0.00	0.04	0.00	0.00
Avail Cap (c_a), veh/h	0	19301	0	411	0	18666	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.39	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	472	0	48
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	15819	0	221
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.03	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	15819	0	349
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.39	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	28.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.5
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	29.1
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	3.7
HCM 6th LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (veh/h)	10	455	70	85	840	35	60	25	25	50	25	60
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	623	96	116	1150	48	82	34	34	68	34	82
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	151	1281	1086	494	1254	52	169	130	130	98	48	91
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
Prop Arrive On Green	0.01	0.68	0.68	0.03	0.70	0.70	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	28.7	12.3	8.1	8.8	0.0	30.3	62.8	0.0	56.8	74.3	0.0	0.0
Ln Grp LOS	C	B	A	A	A	C	E	A	E	E	A	A
Approach Vol, veh/h		733			1314			150			184	
Approach Delay, s/veh		12.0			28.4			60.1			74.3	
Approach LOS		B			C			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.5	109.3		29.2	8.7	112.1		29.2
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	7.0	* 96		27.3	5.1	* 98		27.3
Max Allow Headway (MAH), s	3.8	8.3		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	4.9	25.6		17.7	2.3	82.9		22.5
Green Ext Time (g_e), s	0.0	17.8		0.3	0.0	14.1		0.2
Prob of Phs Call (p_c)	0.99	1.00		1.00	0.44	1.00		1.00
Prob of Max Out (p_x)	1.00	0.00		0.01	1.00	0.00		0.62

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1276	1781			432

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		858		1783		315

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		858		74		601

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	116	0	0	82	14	0	0	184
Grp Sat Flow (s), veh/h/ln	1781	0	0	1276	1781	0	0	1348
Q Serve Time (g_s), s	2.9	0.0	0.0	0.0	0.3	0.0	0.0	15.2
Cycle Q Clear Time (g_c), s	2.9	0.0	0.0	15.7	0.3	0.0	0.0	20.5
Perm LT Sat Flow (s_l), veh/h/ln	733	0	0	1276	467	0	0	1354
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	745	0	0	0	0
Perm LT Eff Green (g_p), s	102.7	0.0	0.0	22.7	105.5	0.0	0.0	22.7
Perm LT Serve Time (g_u), s	79.1	0.0	0.0	2.2	24.6	0.0	0.0	17.5
Perm LT Q Serve Time (g_ps), s	4.4	0.0	0.0	0.0	2.5	0.0	0.0	15.2
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.3
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.37
Lane Grp Cap (c), veh/h	494	0	0	169	151	0	0	237
V/C Ratio (X)	0.24	0.00	0.00	0.49	0.09	0.00	0.00	0.78
Avail Cap (c_a), veh/h	518	0	0	208	185	0	0	283
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.83	0.00	0.00	1.00
Uniform Delay (d1), s/veh	8.6	0.0	0.0	60.7	28.5	0.0	0.0	63.6
Incr Delay (d2), s/veh	0.2	0.0	0.0	2.2	0.2	0.0	0.0	10.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	8.8	0.0	0.0	62.8	28.7	0.0	0.0	74.3
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	3.0	0.3	0.0	0.0	7.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.0	0.0	0.0	3.1	0.3	0.0	0.0	7.7
%ile Storage Ratio (RQ%)	0.10	0.00	0.00	0.17	0.03	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	623	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.6	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1281	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.49	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1281	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.83	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	11.2	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.1	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	96	0	68	0	1198	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1716	0	1857	0	0
Q Serve Time (g_s), s	0.0	3.0	0.0	5.3	0.0	80.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.0	0.0	5.3	0.0	80.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.50	0.00	0.04	0.00	0.45
Lane Grp Cap (c), veh/h	0	1086	0	260	0	1306	0	0
V/C Ratio (X)	0.00	0.09	0.00	0.26	0.00	0.92	0.00	0.00
Avail Cap (c_a), veh/h	0	1086	0	312	0	1306	0	0
Upstream Filter (I)	0.00	0.83	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.9	0.0	56.2	0.0	18.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.5	0.0	11.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	8.1	0.0	56.8	0.0	30.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	2.3	0.0	28.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	4.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.0	0.0	2.4	0.0	32.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.10	0.00	0.13	0.00	0.15	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.9
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	455	800	10	30	110
Future Vol, veh/h	35	455	800	10	30	110
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	48	623	1096	14	41	151

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1110	0	-	0	1822	1103
Stage 1	-	-	-	-	1103	-
Stage 2	-	-	-	-	719	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	629	-	-	-	85	257
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	483	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	629	-	-	-	75	257
Mov Cap-2 Maneuver	-	-	-	-	193	-
Stage 1	-	-	-	-	281	-
Stage 2	-	-	-	-	483	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	35.3
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	629	-	-	-	193	257
HCM Lane V/C Ratio	0.076	-	-	-	0.213	0.586
HCM Control Delay (s)	11.2	0	-	-	28.6	37.1
HCM Lane LOS	B	A	-	-	D	E
HCM 95th %tile Q(veh)	0.2	-	-	-	0.8	3.4

Intersection	
Int Delay, s/veh	3.2

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	70	475	600	5	5	130
Future Vol, veh/h	70	475	600	5	5	130
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	96	651	822	7	7	178

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	829	0	-	0	1669	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	843	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	106	372
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	422	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	86	372
Mov Cap-2 Maneuver	-	-	-	-	213	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	422	-

Approach	EB	WB	SW
HCM Control Delay, s	1.3	0	24.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	803	-	-	-	362
HCM Lane V/C Ratio	0.119	-	-	-	0.511
HCM Control Delay (s)	10.1	0	-	-	24.9
HCM Lane LOS	B	A	-	-	C
HCM 95th %tile Q(veh)	0.4	-	-	-	2.8

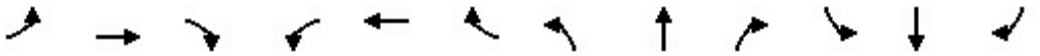
Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	660	865	0	0	0
Future Vol, veh/h	0	660	865	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1133	1486	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	743
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	-	-	0	0	358
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	358
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (veh/h)	10	475	35	85	450	30	85	10	240	10	10	10
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	14	651	48	146	616	52	116	14	412	17	14	14
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	336	900	762	215	986	835	393	13	368	80	205	205
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
Prop Arrive On Green	0.02	0.48	0.48	0.06	0.53	0.53	0.24	0.24	0.24	0.24	0.24	0.24
Unsig. Movement Delay												
Ln Grp Delay, s/veh	12.0	23.6	12.7	47.2	18.0	10.6	29.8	0.0	116.8	46.3	0.0	26.6
Ln Grp LOS	B	C	B	D	B	B	C	A	F	D	A	C
Approach Vol, veh/h		713			814			542			45	
Approach Delay, s/veh		22.7			22.8			98.2			34.0	
Approach LOS		C			C			F			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.1	49.9		28.0	8.0	54.0		28.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	6.5	* 42		21.5	5.0	* 44		21.5
Max Allow Headway (MAH), s	3.8	8.5		4.1	3.8	8.4		4.4
Max Q Clear (g_c+I1), s	5.7	26.9		23.5	2.3	22.9		23.5
Green Ext Time (g_e), s	0.0	8.8		0.0	0.0	10.2		0.0
Prob of Phs Call (p_c)	0.97	1.00		1.00	0.30	1.00		0.68
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1382	1781			961

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		52		1870		858

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1541		1585		858

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	146	0	0	116	14	0	0	17
Grp Sat Flow (s), veh/h/ln	1728	0	0	1382	1781	0	0	961
Q Serve Time (g_s), s	3.7	0.0	0.0	6.4	0.3	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	3.7	0.0	0.0	7.5	0.3	0.0	0.0	21.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1382	769	0	0	961
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	21.5	47.4	0.0	0.0	21.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	20.4	26.5	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	6.4	0.4	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	215	0	0	393	336	0	0	80
V/C Ratio (X)	0.68	0.00	0.00	0.30	0.04	0.00	0.00	0.21
Avail Cap (c_a), veh/h	250	0	0	393	405	0	0	80
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	41.3	0.0	0.0	29.4	11.9	0.0	0.0	45.0
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.4	0.1	0.0	0.0	1.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	47.2	0.0	0.0	29.8	12.0	0.0	0.0	46.3
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	2.1	0.1	0.0	0.0	0.4
2nd-Term Q (Q2), veh/ln	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	2.1	0.1	0.0	0.0	0.4
%ile Storage Ratio (RQ%)	0.14	0.00	0.00	0.30	0.01	0.00	0.00	0.10
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	651	0	0	0	616	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	24.9	0.0	0.0	0.0	20.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	24.9	0.0	0.0	0.0	20.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	900	0	0	0	986	0	0
V/C Ratio (X)	0.00	0.72	0.00	0.00	0.00	0.63	0.00	0.00
Avail Cap (c_a), veh/h	0	900	0	0	0	986	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.6	0.0	0.0	0.0	15.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.0	0.0	0.0	0.0	3.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.6	0.0	0.0	0.0	18.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	7.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.3	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	10.5	0.0	0.0	0.0	8.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.00	0.00	0.07	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	48	0	426	0	52	0	28
Grp Sat Flow (s), veh/h/ln	0	1585	0	1593	0	1585	0	1716
Q Serve Time (g_s), s	0.0	1.5	0.0	21.5	0.0	1.4	0.0	1.1
Cycle Q Clear Time (g_c), s	0.0	1.5	0.0	21.5	0.0	1.4	0.0	1.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.97	0.00	1.00	0.00	0.50
Lane Grp Cap (c), veh/h	0	762	0	381	0	835	0	410
V/C Ratio (X)	0.00	0.06	0.00	1.12	0.00	0.06	0.00	0.07
Avail Cap (c_a), veh/h	0	762	0	381	0	835	0	410
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	12.5	0.0	34.3	0.0	10.4	0.0	26.5
Incr Delay (d2), s/veh	0.0	0.2	0.0	82.6	0.0	0.1	0.0	0.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	12.7	0.0	116.8	0.0	10.6	0.0	26.6
1st-Term Q (Q1), veh/ln	0.0	0.5	0.0	7.9	0.0	0.4	0.0	0.5
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	8.7	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.5	0.0	16.7	0.0	0.5	0.0	0.5
%ile Storage Ratio (RQ%)	0.00	0.05	0.00	0.73	0.00	0.00	0.00	0.02
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	11.4	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	42.3
HCM 6th LOS	D

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Vol, veh/h	0	570	800	0	0	0
Future Vol, veh/h	0	570	800	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	979	1374	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1374
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	177
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	177
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (veh/h)	160	30	65	30	20	20	110	645	45	25	470	25
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	219	41	89	41	27	27	151	1108	62	34	644	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	249	222	188	222	35	35	459	1161	65	132	1133	60
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
Prop Arrive On Green	0.11	0.12	0.12	0.03	0.04	0.04	0.04	0.66	0.66	0.03	0.64	0.64
Unsig. Movement Delay												
Ln Grp Delay, s/veh	91.0	59.9	63.6	56.4	0.0	88.4	12.4	0.0	40.1	35.6	0.0	17.0
Ln Grp LOS	F	E	E	E	A	F	B	A	D	D	A	B
Approach Vol, veh/h		349			95			1321			712	
Approach Delay, s/veh		80.3			74.6			37.0			17.9	
Approach LOS		F			E			D			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	9.8	105.3	22.4	12.5	12.5	102.6	10.6	24.3
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green (Gmax), s	5.0	78.0	15.9	26.1	11.0	72.0	13.4	28.6
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.6	3.9	5.9	3.9	3.9
Max Q Clear (g_c+I1), s	2.9	88.9	17.9	6.7	6.3	32.8	5.0	9.9
Green Ext Time (g_e), s	0.0	0.0	0.0	0.1	0.2	7.2	0.0	0.3
Prob of Phs Call (p_c)	0.76	1.00	1.00	0.89	1.00	1.00	0.82	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.50	0.00	0.00	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1755		858		1761		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		98		858		93		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	34	0	219	0	151	0	41	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	15.9	0.0	4.3	0.0	3.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	15.9	0.0	4.3	0.0	3.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	480	0	1350	0	762	0	1260	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	99.3	0.0	6.0	0.0	96.6	0.0	17.8	0.0
Perm LT Serve Time (g_u), s	12.3	0.0	1.4	0.0	65.7	0.0	14.8	0.0
Perm LT Q Serve Time (g_ps), s	6.6	0.0	1.4	0.0	7.6	0.0	0.1	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	132	0	249	0	459	0	222	0
V/C Ratio (X)	0.26	0.00	0.88	0.00	0.33	0.00	0.18	0.00
Avail Cap (c_a), veh/h	147	0	249	0	512	0	332	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	34.6	0.0	62.9	0.0	12.0	0.0	56.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	28.1	0.0	0.4	0.0	0.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	35.6	0.0	91.0	0.0	12.4	0.0	56.4	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	0.5	0.0	1.6	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	1.9	0.0	0.1	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	2.5	0.0	1.6	0.0	1.4	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.60	0.00	0.27	0.00	0.32	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	41
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	3.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	222
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.18
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	357
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	59.9
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1170	0	54	0	678	0	89
Grp Sat Flow (s), veh/h/ln	0	1853	0	1716	0	1854	0	1585
Q Serve Time (g_s), s	0.0	86.9	0.0	4.7	0.0	30.8	0.0	7.9
Cycle Q Clear Time (g_c), s	0.0	86.9	0.0	4.7	0.0	30.8	0.0	7.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.05	0.00	0.50	0.00	0.05	0.00	1.00
Lane Grp Cap (c), veh/h	0	1226	0	69	0	1193	0	188
V/C Ratio (X)	0.00	0.95	0.00	0.78	0.00	0.57	0.00	0.47
Avail Cap (c_a), veh/h	0	1226	0	299	0	1193	0	302
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	23.3	0.0	71.3	0.0	15.0	0.0	61.7
Incr Delay (d2), s/veh	0.0	16.8	0.0	17.1	0.0	2.0	0.0	1.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	40.1	0.0	88.4	0.0	17.0	0.0	63.6
1st-Term Q (Q1), veh/ln	0.0	33.5	0.0	2.0	0.0	12.5	0.0	3.1
2nd-Term Q (Q2), veh/ln	0.0	5.7	0.0	0.3	0.0	0.7	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	39.2	0.0	2.4	0.0	13.2	0.0	3.2
%ile Storage Ratio (RQ%)	0.00	0.45	0.00	0.06	0.00	0.25	0.00	0.55
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Intersection	
Int Delay, s/veh	2.9

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	90	175	650	350	60
Future Vol, veh/h	30	90	175	650	350	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	41	123	240	1116	601	103

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2249	653	704	0	-	0
Stage 1	653	-	-	-	-	-
Stage 2	1596	-	-	-	-	-
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	46	467	894	-	-	-
Stage 1	518	-	-	-	-	-
Stage 2	183	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 34	467	894	-	-	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	379	-	-	-	-	-
Stage 2	183	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	23.3	1.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	894	-	126	467	-	-
HCM Lane V/C Ratio	0.268	-	0.326	0.264	-	-
HCM Control Delay (s)	10.5	-	46.8	15.5	-	-
HCM Lane LOS	B	-	E	C	-	-
HCM 95th %tile Q(veh)	1.1	-	1.3	1.1	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (veh/h)	330	300	50	20	195	190	60	270	30	130	210	185
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	567	515	86	38	373	363	82	370	57	249	288	253
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	612	634	106	49	479	406	102	925	141	288	1157	516
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
Prop Arrive On Green	0.18	0.41	0.41	0.03	0.26	0.26	0.06	0.30	0.30	0.08	0.33	0.33
Unsig. Movement Delay												
Ln Grp Delay, s/veh	80.3	0.0	45.8	94.9	57.8	70.6	84.4	44.0	44.1	90.8	37.7	43.9
Ln Grp LOS	F	A	D	F	E	E	F	D	D	F	D	D
Approach Vol, veh/h		1168			774			509			790	
Approach Delay, s/veh		62.5			65.6			50.6			56.4	
Approach LOS		E			E			D			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	19.0	52.2	33.1	45.7	15.1	56.1	10.6	68.2
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	12.5	34.4	27.5	48.0	13.5	33.4	8.8	66.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.9	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	12.7	0.0	26.2	35.1	8.8	0.0	5.2	45.8
Green Ext Time (g_e), s	0.0	0.0	0.3	3.3	0.1	0.0	0.0	3.6
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.97	1.00	0.79	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.21	0.36	0.00	1.00	0.03

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3090		1870		3554		1562

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		472		1585		1585		261

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	249	0	567	0	82	0	38	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	10.7	0.0	24.2	0.0	6.8	0.0	3.2	0.0
Cycle Q Clear Time (g_c), s	10.7	0.0	24.2	0.0	6.8	0.0	3.2	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	288	0	612	0	102	0	49	0
V/C Ratio (X)	0.86	0.00	0.93	0.00	0.80	0.00	0.78	0.00
Avail Cap (c_a), veh/h	288	0	634	0	160	0	105	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	67.9	0.0	60.8	0.0	69.9	0.0	72.5	0.0
Incr Delay (d2), s/veh	22.9	0.0	19.5	0.0	14.5	0.0	22.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	90.8	0.0	80.3	0.0	84.4	0.0	94.9	0.0
1st-Term Q (Q1), veh/ln	4.6	0.0	10.6	0.0	3.0	0.0	1.4	0.0
2nd-Term Q (Q2), veh/ln	0.9	0.0	1.7	0.0	0.4	0.0	0.3	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	5.5	0.0	12.2	0.0	3.4	0.0	1.7	0.0
%ile Storage Ratio (RQ%)	0.40	0.00	0.99	0.00	0.40	0.00	0.27	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	211	0	373	0	288	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	14.2	0.0	27.8	0.0	8.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	14.2	0.0	27.8	0.0	8.9	0.0	0.0
Lane Grp Cap (c), veh/h	0	532	0	479	0	1157	0	0
V/C Ratio (X)	0.00	0.40	0.00	0.78	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	532	0	599	0	1157	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	41.8	0.0	51.8	0.0	37.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.2	0.0	6.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.0	0.0	57.8	0.0	37.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	6.0	0.0	12.8	0.0	3.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.8	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.4	0.0	13.6	0.0	3.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.17	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	216	0	363	0	253	0	601
Grp Sat Flow (s), veh/h/ln	0	1785	0	1585	0	1585	0	1823
Q Serve Time (g_s), s	0.0	14.4	0.0	33.1	0.0	19.2	0.0	43.8
Cycle Q Clear Time (g_c), s	0.0	14.4	0.0	33.1	0.0	19.2	0.0	43.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.26	0.00	1.00	0.00	1.00	0.00	0.14
Lane Grp Cap (c), veh/h	0	535	0	406	0	516	0	740
V/C Ratio (X)	0.00	0.40	0.00	0.89	0.00	0.49	0.00	0.81
Avail Cap (c_a), veh/h	0	535	0	507	0	516	0	811
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	41.9	0.0	53.8	0.0	40.6	0.0	39.5
Incr Delay (d2), s/veh	0.0	2.3	0.0	16.8	0.0	3.3	0.0	6.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	44.1	0.0	70.6	0.0	43.9	0.0	45.8
1st-Term Q (Q1), veh/ln	0.0	6.2	0.0	13.1	0.0	7.5	0.0	19.4
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	1.9	0.0	0.5	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	6.5	0.0	15.0	0.0	8.0	0.0	20.7
%ile Storage Ratio (RQ%)	0.00	0.14	0.00	0.85	0.00	0.34	0.00	1.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	59.9
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	5.8

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	90	90	40	20	125
Future Vol, veh/h	100	90	90	40	20	125
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	191	172	172	77	38	239

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	249	0	-	0	765	211
Stage 1	-	-	-	-	211	-
Stage 2	-	-	-	-	554	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1317	-	-	-	371	829
Stage 1	-	-	-	-	824	-
Stage 2	-	-	-	-	575	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1317	-	-	-	312	829
Mov Cap-2 Maneuver	-	-	-	-	427	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	575	-

Approach	EB	WB	SB
HCM Control Delay, s	4.3	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1317	-	-	-	734
HCM Lane V/C Ratio	0.145	-	-	-	0.378
HCM Control Delay (s)	8.2	0	-	-	12.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.5	-	-	-	1.8

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	775	600	0	0	0
Future Vol, veh/h	0	775	600	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1331	822	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	822
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	373
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	373
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (veh/h)	0	592	7	25	464	0	0	0	24	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	682	8	29	535	0	0	0	28	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	758	1360	16	566	1566	1327	0	43	36	0	43	0
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
Prop Arrive On Green	0.00	0.74	0.74	0.02	0.84	0.00	0.00	0.00	0.02	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	6.0	3.6	2.2	0.0	0.0	0.0	75.1	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	A	A	E	A	A	A
Approach Vol, veh/h		690			564			28			0	
Approach Delay, s/veh		6.0			2.2			75.1			0.0	
Approach LOS		A			A			E				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	8.5	68.1		8.4	0.0	76.6		8.4
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.0	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	2.3	15.1		3.5	0.0	7.5		0.0
Green Ext Time (g_e), s	0.0	3.0		0.1	0.0	2.4		0.0
Prob of Phs Call (p_c)	0.50	1.00		0.48	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1845		1870		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		22		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				

Lanes in Grp	1	0	0	0	1	0	0	0
Grp Vol (v), veh/h	29	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	0
Q Serve Time (g_s), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	753	0	0	0	870	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	62.7	0.0	0.0	0.0	71.2	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	49.6	0.0	0.0	0.0	65.6	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	1.9	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	566	0	0	0	758	0	0	0
V/C Ratio (X)	0.05	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	608	0	0	0	840	0	0	0
Upstream Filter (I)	0.98	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	3.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.03	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment				T		T		T
Lanes in Grp	0	0	0	1	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	535	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1870	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	5.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	43	0	1566	0	43
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.34	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	726	0	1566	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.98	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	1.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	2.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.04	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	690	0	28	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1866	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	13.1	0.0	1.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.01	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1376	0	36	0	1327	0	0
V/C Ratio (X)	0.00	0.50	0.00	0.78	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1376	0	615	0	1327	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	4.6	0.0	41.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.3	0.0	33.8	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.0	0.0	75.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.6	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.5	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	4.1	0.0	0.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.29	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	5.8
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (veh/h)	45	556	15	150	440	450	18	19	166	293	11	31
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	52	641	17	173	507	518	21	22	191	338	13	36
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	360	1891	843	558	2001	893	243	255	216	409	222	188
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.05	1.00	1.00	0.06	0.56	0.56	0.14	0.14	0.14	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	15.0	0.4	0.0	16.2	19.2	26.7	64.4	64.4	85.4	78.3	66.6	68.2
Ln Grp LOS	B	A	A	B	B	C	E	E	F	E	E	E
Approach Vol, veh/h		710			1198			234			387	
Approach Delay, s/veh		1.5			22.0			81.5			77.0	
Approach LOS		A			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	16.4	97.4	26.6	29.7	11.1	102.6		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	15.5	38.1	43.0	47.0	5.5	48.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	9.5	0.0	18.2	22.1	4.1	0.0		
Green Ext Time (g_e), s	0.4	0.0	1.9	1.0	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.91	1.00		
Prob of Max Out (p_x)	0.54	0.00	0.00	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	173	0	338	21	52	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	7.5	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	7.5	0.0	16.2	1.8	2.1	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	776	0	1728	1781	550	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	90.5	0.0	0.0	0.0	95.7	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	90.5	0.0	0.0	0.0	83.4	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	558	0	409	243	360	0	0	0
V/C Ratio (X)	0.31	0.00	0.83	0.09	0.14	0.00	0.00	0.00
Avail Cap (c_a), veh/h	618	0	874	492	370	0	0	0
Upstream Filter (I)	0.93	0.00	1.00	1.00	0.88	0.00	0.00	0.00
Uniform Delay (d1), s/veh	15.8	0.0	73.2	64.2	14.8	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	5.1	0.2	0.2	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	16.2	0.0	78.3	64.4	15.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	3.1	0.0	7.3	0.8	0.9	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.3	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.2	0.0	7.5	0.8	0.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.49	0.00	0.64	0.32	0.22	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	641	13	22	0	507	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	1.0	1.7	0.0	12.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1891	222	255	0	2001	0	0
V/C Ratio (X)	0.00	0.34	0.06	0.09	0.00	0.25	0.00	0.00
Avail Cap (c_a), veh/h	0	1891	473	517	0	2001	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	66.5	64.2	0.0	18.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.1	0.2	0.0	0.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.4	66.6	64.4	0.0	19.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.5	0.8	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.0	0.0	0.1	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.1	0.5	0.9	0.0	5.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.01	0.01	0.03	0.00	0.19	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	17	36	191	0	518	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.5	20.1	0.0	36.1	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	843	188	216	0	893	0	0
V/C Ratio (X)	0.00	0.02	0.19	0.88	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	843	401	438	0	893	0	0
Upstream Filter (I)	0.00	0.88	1.00	1.00	0.00	0.93	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	67.6	72.1	0.0	24.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	13.3	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	68.2	85.4	0.0	26.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.4	8.2	0.0	13.5	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.8	0.0	0.6	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.5	9.0	0.0	14.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.30	0.29	0.00	2.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	30.2
HCM 6th LOS	C

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	400	0	0	360
Future Vol, veh/h	0	0	400	0	0	360
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	765	0	0	689

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	765	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	403	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	403	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	250	0	0	250	0	0
Future Vol, veh/h	250	0	0	250	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	478	0	0	478	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	478
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	587
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	587
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	300	0	0	275	0	0
Future Vol, veh/h	300	0	0	275	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	574	0	0	526	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	574
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	518
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	518
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	360	320	0	0	0
Future Vol, veh/h	0	360	320	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	689	612	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	612
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	493
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	493
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	982	705	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	705
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	436
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	436
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				516	0	0	0	1016	0	0	853	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				579	0		0	1898		0	1898	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.32	0.00	0.00	0.00	0.53	0.00	0.00	0.53	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				40.0	0.0	0.0	0.0	13.8	0.0	0.0	12.7	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					516			1016			853	
Approach Delay, s/veh					40.0			13.8			12.7	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		50.0		33.7		50.0		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 45		33.5		* 45		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		25.0		0.0		
Green Ext Time (g_e), s		0.0		2.2		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	516	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	23.0	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.7	0.0	0.0	0.0	44.7	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	579	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.89	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	713	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.1	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	40.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.1	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.1	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	11.2	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1016	0	0	0	853	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.6	0.0	0.0	0.0	12.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	1898	0	0	0	1898	0	0
V/C Ratio (X)	0.00	0.54	0.00	0.00	0.00	0.45	0.00	0.00
Avail Cap (c_a), veh/h	0	1898	0	0	0	1898	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	12.7	0.0	0.0	0.0	12.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.1	0.0	0.0	0.0	0.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	13.8	0.0	0.0	0.0	12.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	0.0	0.0	4.1	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	5.6	0.0	0.0	0.0	4.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	847	0	515	0	847	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	847	0	634	0	847	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.1
HCM 6th LOS	B

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	353	745	745			0	1071	0	304	1065	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	523	820	820			0	1525		585	2023	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.43	0.00	0.07	0.57	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	32.9	45.8	45.8			0.0	24.7	0.0	17.6	13.5	0.0
Ln Grp LOS	C	D	D			A	C		B	B	A
Approach Vol, veh/h	1098						1071			1369	
Approach Delay, s/veh	41.6						24.7			14.4	
Approach LOS	D						C			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	1.2	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	13.2	46.8		34.2		60.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	8.5	* 39		28.5		* 54		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	6.3	0.0		26.2		0.0		
Green Ext Time (g_e), s	0.3	0.0		1.4		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Pr/Pm)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	304	0	0	353	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.3	0.0	0.0	16.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	511	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	42.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	17.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	10.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	40.4	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	585	0	0	523	0	0	0	0
V/C Ratio (X)	0.52	0.00	0.00	0.67	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	652	0	0	539	0	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	16.6	0.0	0.0	29.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	3.6	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	17.6	0.0	0.0	32.9	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	6.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	1.6	0.0	0.0	7.3	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.16	0.00	0.00	0.07	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1071	0	0	0	1065	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.2	0.0	0.0	0.0	17.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	1525	0	0	0	2023	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.53	0.00	0.00
Avail Cap (c_a), veh/h	0	1525	0	0	0	2023	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	22.0	0.0	0.0	0.0	12.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.7	0.0	0.0	0.0	1.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	24.7	0.0	0.0	0.0	13.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	9.2	0.0	0.0	0.0	5.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	9.8	0.0	0.0	0.0	6.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.36	0.00	0.00	0.00	0.17	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	745	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.2	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	820	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.91	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	844	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	32.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	45.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	1.6	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	9.4	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.09	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	26.0
HCM 6th LOS	C

Notes

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

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

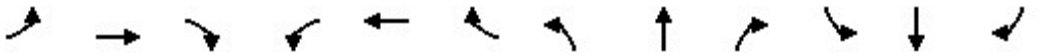
Intersection	
Int Delay, s/veh	3.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
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	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	38	0	5	22	1201	120	0	1071	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1719	2439	538	1841	2381	661	1076	0	0	1321	0	0
Stage 1	1074	1074	-	1305	1305	-	-	-	-	-	-	-
Stage 2	645	1365	-	536	1076	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	58	31	488	47	34	405	644	-	-	519	-	-
Stage 1	235	294	-	169	228	-	-	-	-	-	-	-
Stage 2	427	214	-	496	294	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	56	30	488	45	33	405	644	-	-	519	-	-
Mov Cap-2 Maneuver	56	30	-	45	33	-	-	-	-	-	-	-
Stage 1	227	294	-	163	220	-	-	-	-	-	-	-
Stage 2	407	207	-	490	294	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	12.5	201.3	0.2	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	644	-	-	488	45	405	519	-	-
HCM Lane V/C Ratio	0.034	-	-	0.011	0.845	0.013	-	-	-
HCM Control Delay (s)	10.8	-	-	12.5	228.1	14	0	-	-
HCM Lane LOS	B	-	-	B	F	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0	3.4	0	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	54	848	0	0	549	168	0	0	0	326	0	54
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	683	667	0	683	667	565	0	293	0	327	0	248
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.36	0.36	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.16	0.00	0.16
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	181.8	0.0	0.0	55.0	36.1	0.0	0.0	0.0	113.8	0.0	55.7
Ln Grp LOS	A	F	A	A	D	D	A	A	A	F	A	E
Approach Vol, veh/h		902			717			0			380	
Approach Delay, s/veh		171.0			50.5			0.0			105.5	
Approach LOS		F			D						F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	60.0	60.0		30.0	60.0	60.0		30.0
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	53.5	53.5		23.5	53.5	53.5		23.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	6.9		3.8
Max Q Clear (g_c+I1), s	0.0	55.5		0.0	5.0	42.1		25.5
Green Ext Time (g_e), s	0.0	0.0		0.0	0.1	5.4		0.0
Prob of Phs Call (p_c)	1.00	1.00		0.00	1.00	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	54	0	0	326
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	3.0	0.0	0.0	23.5
Perm LT Sat Flow (s_l), veh/h/ln	650	0	0	0	734	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.5	0.0	0.0	0.0	53.5	0.0	0.0	23.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	23.5
Time to First Blk (g_f), s	0.0	0.0	0.0	23.5	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	327
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	327
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.9
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	48.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	113.8
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	12.4
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.38
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	848	0	0	0	549	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	53.5	0.0	0.0	0.0	40.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	53.5	0.0	0.0	0.0	40.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	667	0	293	0	667	0	0
V/C Ratio (X)	0.00	1.27	0.00	0.00	0.00	0.82	0.00	0.00
Avail Cap (c_a), veh/h	0	667	0	293	0	667	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	48.3	0.0	0.0	0.0	43.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	133.6	0.0	0.0	0.0	11.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	181.8	0.0	0.0	0.0	55.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.8	0.0	0.0	0.0	17.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	24.8	0.0	0.0	0.0	2.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	48.6	0.0	0.0	0.0	19.7	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.57	0.00	0.00	0.00	0.16	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	45.2	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	168	0	54
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	11.4	0.0	4.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	565	0	248
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.30	0.00	0.22
Avail Cap (c_a), veh/h	0	0	0	0	0	565	0	248
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	34.7	0.0	55.2
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	36.1	0.0	55.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	4.3	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.8
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.36	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	115.3
HCM 6th LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	1027	103	65	636	54	38	11	65	38	11	38
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	460	1167	989	249	1080	92	214	24	140	97	32	53
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
Prop Arrive On Green	0.03	0.62	0.62	0.05	0.64	0.64	0.10	0.10	0.10	0.10	0.10	0.10
Unsig. Movement Delay												
Ln Grp Delay, s/veh	7.0	23.0	6.7	15.7	0.0	11.3	36.0	0.0	38.3	39.5	0.0	0.0
Ln Grp LOS	A	C	A	B	A	B	D	A	D	D	A	A
Approach Vol, veh/h		1168			755			114			87	
Approach Delay, s/veh		21.1			11.7			37.6			39.5	
Approach LOS		C			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	10.4	60.0		15.1	9.5	61.0		15.1
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	23.5	* 53		27.5	23.5	* 53		27.5
Max Allow Headway (MAH), s	3.8	8.8		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.1	41.2		5.8	2.6	20.7		8.5
Green Ext Time (g_e), s	0.1	10.8		0.3	0.1	16.2		0.2
Prob of Phs Call (p_c)	0.79	1.00		0.99	0.59	1.00		0.99
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1356	1781			365

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		235		1700		316

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1386		144		528

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	65	0	0	38	38	0	0	87
Grp Sat Flow (s), veh/h/ln	1781	0	0	1356	1781	0	0	1208
Q Serve Time (g_s), s	1.1	0.0	0.0	0.0	0.6	0.0	0.0	2.7
Cycle Q Clear Time (g_c), s	1.1	0.0	0.0	2.4	0.6	0.0	0.0	6.5
Perm LT Sat Flow (s_l), veh/h/ln	498	0	0	1356	753	0	0	1344
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	1266	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	8.6	54.4	0.0	0.0	8.6
Perm LT Serve Time (g_u), s	14.2	0.0	0.0	2.1	35.7	0.0	0.0	4.9
Perm LT Q Serve Time (g_ps), s	5.9	0.0	0.0	0.0	1.0	0.0	0.0	2.7
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	249	0	0	214	460	0	0	182
V/C Ratio (X)	0.26	0.00	0.00	0.18	0.08	0.00	0.00	0.48
Avail Cap (c_a), veh/h	656	0	0	513	887	0	0	510
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	15.2	0.0	0.0	35.7	6.9	0.0	0.0	37.5
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.4	0.1	0.0	0.0	1.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	15.7	0.0	0.0	36.0	7.0	0.0	0.0	39.5
1st-Term Q (Q1), veh/ln	0.5	0.0	0.0	0.7	0.2	0.0	0.0	1.8
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.6	0.0	0.0	0.8	0.2	0.0	0.0	1.9
%ile Storage Ratio (RQ%)	0.06	0.00	0.00	0.04	0.02	0.00	0.00	0.06
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	1027	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	39.2	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1167	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.88	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1167	0	0	0	0	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	9.6	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	23.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	11.7	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	3.1	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	14.9	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	103	0	76	0	690	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1621	0	1844	0	0
Q Serve Time (g_s), s	0.0	2.2	0.0	3.8	0.0	18.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	2.2	0.0	3.8	0.0	18.7	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.86	0.00	0.08	0.00	0.44
Lane Grp Cap (c), veh/h	0	989	0	164	0	1172	0	0
V/C Ratio (X)	0.00	0.10	0.00	0.46	0.00	0.59	0.00	0.00
Avail Cap (c_a), veh/h	0	989	0	521	0	1172	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.5	0.0	36.3	0.0	9.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	2.0	0.0	2.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	38.3	0.0	11.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	0.0	1.5	0.0	5.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.1	0.0	0.7	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.6	0.0	1.6	0.0	5.9	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.00	0.09	0.00	0.03	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

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

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	109	973	761	54	38	54

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	815	0	-	0	1979	788
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	1191	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	812	-	-	-	68	391
Stage 1	-	-	-	-	448	-
Stage 2	-	-	-	-	288	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	812	-	-	-	48	391
Mov Cap-2 Maneuver	-	-	-	-	160	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	288	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	812	-	-	-	160	391
HCM Lane V/C Ratio	0.134	-	-	-	0.238	0.139
HCM Control Delay (s)	10.1	0	-	-	34.4	15.7
HCM Lane LOS	B	A	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	0.9	0.5

Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	196	853	652	5	5	228

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	657	0	-	0	1900	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	1245	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	931	-	-	-	76	466
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	271	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	931	-	-	-	46	466
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	310	-
Stage 2	-	-	-	-	271	-

Approach	EB	WB	SW
HCM Control Delay, s	1.8	0	21.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	931	-	-	-	445
HCM Lane V/C Ratio	0.21	-	-	-	0.525
HCM Control Delay (s)	9.9	0	-	-	21.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.8	-	-	-	3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1087	815	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	408
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	-	-	0	0	593
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	593
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	38	728	92	337	701	120	54	11	179	43	11	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	382	1072	909	768	1130	958	258	14	229	122	73	179
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
Prop Arrive On Green	0.03	0.57	0.57	0.06	0.60	0.60	0.15	0.15	0.15	0.15	0.15	0.15
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.1	17.3	9.2	11.8	14.2	8.2	36.9	0.0	43.5	46.5	0.0	34.6
Ln Grp LOS	A	B	A	B	B	A	D	A	D	D	A	C
Approach Vol, veh/h		858			1158			244			81	
Approach Delay, s/veh		16.1			12.9			42.1			40.9	
Approach LOS		B			B			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	12.5	60.0		20.6	9.6	62.9		20.6
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	8.5	* 53		23.5	8.5	* 53		23.5
Max Allow Headway (MAH), s	3.8	8.2		4.1	3.8	7.9		4.2
Max Q Clear (g_c+I1), s	5.6	27.3		12.7	2.7	24.1		16.0
Green Ext Time (g_e), s	0.4	13.9		0.6	0.0	14.0		0.1
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.63	1.00		0.88
Prob of Max Out (p_x)	1.00	0.00		0.01	0.06	0.00		0.04

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1370	1781			1193

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		93		1870		480

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1507		1585		1178

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	337	0	0	54	38	0	0	43
Grp Sat Flow (s), veh/h/ln	1728	0	0	1370	1781	0	0	1193
Q Serve Time (g_s), s	3.6	0.0	0.0	3.3	0.7	0.0	0.0	3.4
Cycle Q Clear Time (g_c), s	3.6	0.0	0.0	5.2	0.7	0.0	0.0	14.0
Perm LT Sat Flow (s_l), veh/h/ln	647	0	0	1370	666	0	0	1193
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	53.4	0.0	0.0	14.1	56.3	0.0	0.0	14.1
Perm LT Serve Time (g_u), s	28.1	0.0	0.0	12.3	34.2	0.0	0.0	3.5
Perm LT Q Serve Time (g_ps), s	8.9	0.0	0.0	3.3	1.3	0.0	0.0	3.4
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	768	0	0	258	382	0	0	122
V/C Ratio (X)	0.44	0.00	0.00	0.21	0.10	0.00	0.00	0.35
Avail Cap (c_a), veh/h	860	0	0	396	484	0	0	242
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	11.4	0.0	0.0	36.5	9.0	0.0	0.0	44.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.1	0.0	0.0	1.7
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	11.8	0.0	0.0	36.9	9.1	0.0	0.0	46.5
1st-Term Q (Q1), veh/ln	1.0	0.0	0.0	1.1	0.2	0.0	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.1	0.0	0.0	1.1	0.2	0.0	0.0	1.0
%ile Storage Ratio (RQ%)	0.09	0.00	0.00	0.16	0.03	0.00	0.00	0.26
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	728	0	0	0	701	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	25.3	0.0	0.0	0.0	22.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	25.3	0.0	0.0	0.0	22.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	1072	0	0	0	1130	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.62	0.00	0.00
Avail Cap (c_a), veh/h	0	1072	0	0	0	1130	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	13.9	0.0	0.0	0.0	11.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	3.5	0.0	0.0	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	17.3	0.0	0.0	0.0	14.2	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	8.6	0.0	0.0	0.0	7.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.0	0.0	0.0	0.0	0.8	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	9.7	0.0	0.0	0.0	8.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.07	0.00	0.00	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	92	0	190	0	120	0	38
Grp Sat Flow (s), veh/h/ln	0	1585	0	1599	0	1585	0	1658
Q Serve Time (g_s), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Cycle Q Clear Time (g_c), s	0.0	2.4	0.0	10.7	0.0	3.0	0.0	1.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.94	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	909	0	243	0	958	0	252
V/C Ratio (X)	0.00	0.10	0.00	0.78	0.00	0.13	0.00	0.15
Avail Cap (c_a), veh/h	0	909	0	404	0	958	0	418
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	9.0	0.0	38.0	0.0	7.9	0.0	34.3
Incr Delay (d2), s/veh	0.0	0.2	0.0	5.5	0.0	0.3	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	43.5	0.0	8.2	0.0	34.6
1st-Term Q (Q1), veh/ln	0.0	0.7	0.0	4.1	0.0	0.8	0.0	0.7
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	0.4	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.8	0.0	4.4	0.0	0.9	0.0	0.8
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.19	0.00	0.01	0.00	0.03
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1000	739	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	739
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	163	54	304	82	65	16	158	739	54	22	772	22
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	366	385	326	106	86	21	262	974	71	241	965	28
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
Prop Arrive On Green	0.21	0.21	0.21	0.06	0.06	0.06	0.05	0.57	0.57	0.02	0.53	0.53
Unsig. Movement Delay												
Ln Grp Delay, s/veh	58.8	54.4	93.9	88.7	0.0	87.5	32.5	0.0	32.7	24.5	0.0	38.4
Ln Grp LOS	E	D	F	F	A	F	C	A	C	C	A	D
Approach Vol, veh/h		521			163			951			816	
Approach Delay, s/veh		78.8			88.1			32.7			38.0	
Approach LOS		E			F			C			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	4.0	9.0	10.0	1.1	4.0		
Phs Duration (G+Y+Rc), s	9.2	100.4	40.8	16.4	14.6	95.0		
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0		
Max Green (Gmax), s	9.0	89.0	38.5	26.5	9.0	89.0		
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.7	3.9	5.9		
Max Q Clear (g_c+I1), s	2.9	56.5	33.4	9.6	8.6	59.9		
Green Ext Time (g_e), s	0.0	8.6	0.9	0.3	0.0	8.5		
Prob of Phs Call (p_c)	0.64	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	0.03	0.00	0.64	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		1781	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		1722	1870	1449		1810		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		126	1585	357		52		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Pr/Pm)		L	LL (Pr/Pm)				

Lanes in Grp	1	0	1	1	1	0	0	0
Grp Vol (v), veh/h	22	0	163	82	158	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	1781	1781	0	0	0
Q Serve Time (g_s), s	0.9	0.0	13.3	7.6	6.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	13.3	7.6	6.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	684	0	1781	1781	684	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	89.0	0.0	0.0	0.0	90.4	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	40.0	0.0	0.0	0.0	31.1	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	1.6	0.0	0.0	0.0	17.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	241	0	366	106	262	0	0	0
V/C Ratio (X)	0.09	0.00	0.44	0.77	0.60	0.00	0.00	0.00
Avail Cap (c_a), veh/h	303	0	411	283	267	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	24.4	0.0	57.9	77.4	28.9	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.8	11.4	3.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	24.5	0.0	58.8	88.7	32.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	6.0	3.5	2.7	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	0.3	0.3	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.4	0.0	6.1	3.8	2.9	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.08	0.00	1.47	0.88	0.50	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment			T					
Lanes in Grp	0	0	1	0	0	0	0	0
Grp Vol (v), veh/h	0	0	54	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	1870	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	3.9	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	385	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	432	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	54.2	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	54.4	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	1.9	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.04	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		T+R	R	T+R		T+R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	793	304	81	0	794	0	0
Grp Sat Flow (s), veh/h/ln	0	1848	1585	1806	0	1861	0	0
Q Serve Time (g_s), s	0.0	54.5	31.4	7.4	0.0	57.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	54.5	31.4	7.4	0.0	57.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.07	1.00	0.20	0.00	0.03	0.00	0.00
Lane Grp Cap (c), veh/h	0	1046	326	107	0	993	0	0
V/C Ratio (X)	0.00	0.76	0.93	0.75	0.00	0.80	0.00	0.00
Avail Cap (c_a), veh/h	0	1046	366	287	0	993	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	27.5	65.1	77.3	0.0	31.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	5.2	28.8	10.2	0.0	6.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	32.7	93.9	87.5	0.0	38.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	23.0	12.6	3.4	0.0	25.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.5	2.6	0.3	0.0	1.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	24.5	15.2	3.7	0.0	27.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.28	2.57	0.10	0.00	0.51	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	48.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	2.7

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	615	80
Future Vol, veh/h	30	135	135	710	615	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	33	147	147	772	668	87

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1778	712	755	0	-	0
Stage 1	712	-	-	-	-	-
Stage 2	1066	-	-	-	-	-
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	91	432	855	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	75	432	855	-	-	-
Mov Cap-2 Maneuver	200	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	331	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	19.2	1.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	855	-	200	432	-	-
HCM Lane V/C Ratio	0.172	-	0.163	0.34	-	-
HCM Control Delay (s)	10.1	-	26.5	17.6	-	-
HCM Lane LOS	B	-	D	C	-	-
HCM 95th %tile Q(veh)	0.6	-	0.6	1.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	348	380	76	65	380	196	92	326	43	326	576	283
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	407	454	91	82	426	361	112	1202	157	384	1524	680
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
Prop Arrive On Green	0.12	0.30	0.30	0.05	0.23	0.23	0.06	0.38	0.38	0.11	0.43	0.43
Unsig. Movement Delay												
Ln Grp Delay, s/veh	78.7	0.0	60.5	95.8	72.4	59.5	92.2	37.2	37.3	79.3	33.7	35.6
Ln Grp LOS	E	A	E	F	E	E	F	D	D	E	C	D
Approach Vol, veh/h		804			641			461			1185	
Approach Delay, s/veh		68.3			70.8			48.2			46.7	
Approach LOS		E			E			D			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	25.3	71.8	26.5	46.0	17.2	80.0	14.3	58.1
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	43.5	52.7	43.5	82.7	23.5	72.7	13.5	112.7
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	17.7	0.0	18.8	35.4	10.7	0.0	8.1	41.8
Green Ext Time (g_e), s	1.1	0.0	1.2	3.3	0.2	0.0	0.0	2.8
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	0.99	1.00	0.95	1.00
Prob of Max Out (p_x)	0.00	0.00	0.00	0.00	0.00	0.00	0.16	0.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		3160		1870		3554		1513

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		413		1585		1585		303

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	326	0	348	0	92	0	65	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	15.7	0.0	16.8	0.0	8.7	0.0	6.1	0.0
Cycle Q Clear Time (g_c), s	15.7	0.0	16.8	0.0	8.7	0.0	6.1	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	384	0	407	0	112	0	82	0
V/C Ratio (X)	0.85	0.00	0.86	0.00	0.82	0.00	0.79	0.00
Avail Cap (c_a), veh/h	886	0	886	0	247	0	142	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	74.0	0.0	73.4	0.0	78.5	0.0	80.1	0.0
Incr Delay (d2), s/veh	5.3	0.0	5.3	0.0	13.6	0.0	15.7	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	79.3	0.0	78.7	0.0	92.2	0.0	95.8	0.0
1st-Term Q (Q1), veh/ln	6.8	0.0	7.4	0.0	3.9	0.0	2.8	0.0
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.3	0.0	0.4	0.0	0.4	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	7.1	0.0	7.7	0.0	4.3	0.0	3.1	0.0
%ile Storage Ratio (RQ%)	0.51	0.00	0.62	0.00	0.50	0.00	0.48	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	182	0	380	0	576	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	12.0	0.0	33.4	0.0	18.7	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	12.0	0.0	33.4	0.0	18.7	0.0	0.0
Lane Grp Cap (c), veh/h	0	676	0	426	0	1524	0	0
V/C Ratio (X)	0.00	0.27	0.00	0.89	0.00	0.38	0.00	0.00
Avail Cap (c_a), veh/h	0	676	0	912	0	1524	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.3	0.0	63.4	0.0	33.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.0	9.0	0.0	0.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.2	0.0	72.4	0.0	33.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	15.7	0.0	7.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	1.1	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.3	0.0	16.7	0.0	8.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.11	0.00	0.21	0.00	0.12	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	187	0	196	0	283	0	456
Grp Sat Flow (s), veh/h/ln	0	1796	0	1585	0	1585	0	1816
Q Serve Time (g_s), s	0.0	12.2	0.0	18.5	0.0	21.1	0.0	39.8
Cycle Q Clear Time (g_c), s	0.0	12.2	0.0	18.5	0.0	21.1	0.0	39.8
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.23	0.00	1.00	0.00	1.00	0.00	0.17
Lane Grp Cap (c), veh/h	0	683	0	361	0	680	0	544
V/C Ratio (X)	0.00	0.27	0.00	0.54	0.00	0.42	0.00	0.84
Avail Cap (c_a), veh/h	0	683	0	773	0	680	0	1207
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	36.3	0.0	57.7	0.0	33.7	0.0	55.5
Incr Delay (d2), s/veh	0.0	1.0	0.0	1.8	0.0	1.9	0.0	4.9
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.3	0.0	59.5	0.0	35.6	0.0	60.5
1st-Term Q (Q1), veh/ln	0.0	5.2	0.0	7.4	0.0	8.2	0.0	18.2
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.2	0.0	0.4	0.0	0.7
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.4	0.0	7.6	0.0	8.6	0.0	18.9
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.43	0.00	0.36	0.00	0.94
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	57.6
HCM 6th LOS	E

Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	239	310	174	33	54	353

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	207	0	-	0	979	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	788	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1364	-	-	-	277	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1364	-	-	-	218	851
Mov Cap-2 Maneuver	-	-	-	-	337	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	448	-

Approach	EB	WB	SB
HCM Control Delay, s	3.6	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1364	-	-	-	707
HCM Lane V/C Ratio	0.175	-	-	-	0.577
HCM Control Delay (s)	8.2	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.6	-	-	-	3.7

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	951	1158	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1158
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	238
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	238
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	586	48	104	707	0	29	0	77	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	2	1030	84	136	1436	1217	198	0	112	0	133	0
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
Prop Arrive On Green	0.00	0.60	0.60	0.08	0.77	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	11.0	43.7	4.4	0.0	33.0	0.0	42.1	0.0	0.0	0.0
Ln Grp LOS	A	A	B	D	A	A	C	A	D	A	A	A
Approach Vol, veh/h		634			811			106			0	
Approach Delay, s/veh		11.0			9.4			39.6			0.0	
Approach LOS		B			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	4.0		7.0	2.0	3.0		8.0
Phs Duration (G+Y+Rc), s	12.1	50.0		11.7	0.0	62.1		11.7
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	13.5	* 45		33.5	13.5	* 45		33.5
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	6.2	17.3		5.5	0.0	12.4		0.0
Green Ext Time (g_e), s	0.2	3.2		0.4	0.0	3.7		0.0
Prob of Phs Call (p_c)	0.88	1.00		0.89	0.00	1.00		0.00
Prob of Max Out (p_x)	0.09	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1706		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			L+T	L (Prot)			

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	104	0	0	29	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	4.2	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1440	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	5.2	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	1.4	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.2
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	136	0	0	198	2	0	0	0
V/C Ratio (X)	0.76	0.00	0.00	0.15	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	325	0	0	740	325	0	0	0
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	33.5	0.0	0.0	32.6	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.4	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	43.7	0.0	0.0	33.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	1.8	0.0	0.0	0.5	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.1	0.0	0.0	0.5	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.68	0.00	0.00	0.02	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	707	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1436	0	133
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.49	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1436	0	848
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.5	0.0	0.0

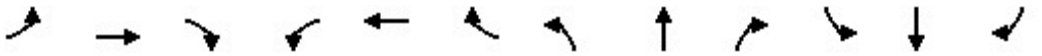
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.11	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	634	0	77	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	15.3	0.0	3.5	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1114	0	112	0	1217	0	0
V/C Ratio (X)	0.00	0.57	0.00	0.68	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1114	0	719	0	1217	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	8.8	0.0	33.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	8.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.0	0.0	42.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.1	0.0	1.3	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.7	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.7	0.0	1.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.50	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.1
HCM 6th LOS	B

Notes

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	118	538	47	272	761	777	21	55	239	685	51	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	138	1065	475	287	1362	607	297	312	265	772	418	354
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
Prop Arrive On Green	0.08	0.30	0.30	0.16	0.38	0.38	0.17	0.17	0.17	0.22	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	107.5	52.9	45.2	113.4	44.5	192.7	62.3	63.7	88.1	75.8	55.1	57.7
Ln Grp LOS	F	D	D	F	D	F	E	E	F	E	E	E
Approach Vol, veh/h		703			1810			315			839	
Approach Delay, s/veh		61.5			118.5			82.1			72.3	
Approach LOS		E			F			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	2.0	3.0	9.0	9.0	2.0	3.0		
Phs Duration (G+Y+Rc), s	35.0	60.0	46.1	36.1	20.2	74.8		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	28.5	53.1	48.5	48.5	18.5	63.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	28.8	0.0	36.0	28.2	13.6	0.0		
Green Ext Time (g_e), s	0.0	0.0	3.6	1.4	0.2	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.18	0.00	1.00	0.00		

Left-Turn Movement Data								
Assigned Mvmt	1		3	7	5			
Mvmt Sat Flow, veh/h	1781		3456	1781	1781			

Through Movement Data								
Assigned Mvmt		2	8	4		6		
Mvmt Sat Flow, veh/h		3554	1870	1870		3554		

Right-Turn Movement Data								
Assigned Mvmt		12	18	14		16		
Mvmt Sat Flow, veh/h		1585	1585	1585		1585		

Left Lane Group Data								
Assigned Mvmt	1	0	3	7	5	0	0	0
Lane Assignment	L (Prot)		L	L	L (Prot)			

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	272	0	685	21	118	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	26.8	0.0	34.0	1.8	11.6	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	1728	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	287	0	772	297	138	0	0	0
V/C Ratio (X)	0.95	0.00	0.89	0.07	0.85	0.00	0.00	0.00
Avail Cap (c_a), veh/h	287	0	946	488	186	0	0	0
Upstream Filter (I)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	73.6	0.0	66.6	62.2	80.7	0.0	0.0	0.0
Incr Delay (d2), s/veh	39.8	0.0	9.2	0.1	26.8	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	113.4	0.0	75.8	62.3	107.5	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	12.3	0.0	15.1	0.8	5.4	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	3.2	0.0	1.0	0.0	1.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	15.4	0.0	16.1	0.8	6.4	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	2.37	0.00	1.36	0.32	1.63	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	538	51	55	0	761	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.1	3.9	4.5	0.0	29.8	0.0	0.0
Lane Grp Cap (c), veh/h	0	1065	418	312	0	1362	0	0
V/C Ratio (X)	0.00	0.51	0.12	0.18	0.00	0.56	0.00	0.00
Avail Cap (c_a), veh/h	0	1065	512	512	0	1362	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	51.2	54.9	63.3	0.0	42.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.7	0.2	0.3	0.0	1.7	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	52.9	55.1	63.7	0.0	44.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.0	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	10.3	1.9	2.2	0.0	13.5	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.50	0.05	0.07	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	47	103	239	0	777	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	9.6	26.2	0.0	67.9	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	475	354	265	0	607	0	0
V/C Ratio (X)	0.00	0.10	0.29	0.90	0.00	1.28	0.00	0.00
Avail Cap (c_a), veh/h	0	475	434	434	0	607	0	0
Upstream Filter (I)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	44.8	57.1	72.4	0.0	54.6	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.4	0.5	15.7	0.0	138.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	45.2	57.7	88.1	0.0	192.7	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.5	3.9	10.7	0.0	26.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	1.2	0.0	23.3	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.6	3.9	11.9	0.0	50.1	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.45	0.80	0.39	0.00	7.72	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	42.4	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	93.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	640	0	0	550
Future Vol, veh/h	0	0	640	0	0	550
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	696	0	0	598

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	696	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	442	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	442	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	549	0	0	527	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	549
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	535
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	598	0	0	554	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	598
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	502
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	502
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↱
Traffic Vol, veh/h	0	610	530	0	0	0
Future Vol, veh/h	0	610	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	663	576	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	576
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	517
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	517
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	EBT	WBT	SBLn1
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	903	649	0	0	0
Future Vol, veh/h	0	903	649	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1237	889	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	889
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	342
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	342
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (veh/h)	0	0	0	475	0	300	0	935	375	0	785	240
Number				7	4	14	5	2	12	1	6	16
Initial Q, veh				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
Parking Bus Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach					No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln				1870	0	1870	0	1870	1870	0	1870	1870
Adj Flow Rate, veh/h				547	0	0	0	1260	0	0	1067	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	0	2	0	2	2	0	2	2
Opposing Right Turn Influence				Yes			No			No		
Cap, veh/h				610	0		0	1843		0	1843	
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green				0.34	0.00	0.00	0.00	0.52	0.00	0.00	0.52	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh				39.7	0.0	0.0	0.0	15.5	0.0	0.0	15.4	0.0
Ln Grp LOS				D	A		A	B		A	B	
Approach Vol, veh/h					547			1260			1067	
Approach Delay, s/veh					39.7			15.5			15.4	
Approach LOS					D			B			B	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Case No		7.0		9.0		7.0		
Phs Duration (G+Y+Rc), s		49.4		35.6		49.4		
Change Period (Y+Rc), s		* 5.3		6.5		* 5.3		
Max Green (Gmax), s		* 38		35.5		* 38		
Max Allow Headway (MAH), s		0.0		5.3		0.0		
Max Q Clear (g_c+I1), s		0.0		26.8		0.0		
Green Ext Time (g_e), s		0.0		2.4		0.0		
Prob of Phs Call (p_c)		1.00		1.00		1.00		
Prob of Max Out (p_x)		0.00		0.47		0.00		
Left-Turn Movement Data								
Assigned Mvmt		5		7		1		
Mvmt Sat Flow, veh/h		0		1781		0		
Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3647		0		3647		
Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		1585		1585		1585		
Left Lane Group Data								
Assigned Mvmt	0	5	0	7	0	1	0	0
Lane Assignment				L				

Lanes in Grp	0	0	0	1	0	0	0	0
Grp Vol (v), veh/h	0	0	0	547	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	24.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	44.1	0.0	0.0	0.0	44.1	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	610	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.90	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	744	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	26.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	13.2	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	39.7	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	9.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	2.2	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	12.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.26	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1260	0	0	0	1067	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	22.5	0.0	0.0	0.0	17.6	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	22.5	0.0	0.0	0.0	17.6	0.0	0.0
Lane Grp Cap (c), veh/h	0	1843	0	0	0	1843	0	0
V/C Ratio (X)	0.00	0.68	0.00	0.00	0.00	0.58	0.00	0.00
Avail Cap (c_a), veh/h	0	1843	0	0	0	1843	0	0
Upstream Filter (I)	0.00	0.09	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	15.3	0.0	0.0	0.0	14.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	1.3	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	15.5	0.0	0.0	0.0	15.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	7.8	0.0	0.0	0.0	6.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	7.9	0.0	0.0	0.0	6.3	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.22	0.00	0.00	0.00	0.25	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment		R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	822	0	543	0	822	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	822	0	662	0	822	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	20.1
HCM 6th LOS	C

Notes

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

Unsignalized Delay for [NER, WBR, SWR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (veh/h)	325	0	685	0	0	0	985	360	280	980	0
Number	7	14	14			5	2	12	1	6	16
Initial Q, veh	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
Parking Bus Adj	1.00	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No						No			No	
Lanes Open During Work Zone											
Adj Sat Flow, veh/h/ln	1870	1870	1870			0	1870	1870	1870	1870	0
Adj Flow Rate, veh/h	558	789	789			0	1135	0	481	1129	0
Peak Hour Factor	0.92	0.92	0.92			0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2			0	2	2	2	2	0
Opposing Right Turn Influence	Yes					No			Yes		
Cap, veh/h	508	796	796			0	1622		498	2270	0
HCM Platoon Ratio	1.00	1.00	1.00			1.00	1.00	1.00	2.00	2.00	1.00
Prop Arrive On Green	0.29	0.29	0.29			0.00	0.46	0.00	0.29	1.00	0.00
Unsig. Movement Delay											
Ln Grp Delay, s/veh	130.1	90.2	90.2			0.0	38.4	0.0	84.7	0.5	0.0
Ln Grp LOS	F	F	F			A	D		F	A	A
Approach Vol, veh/h	1347						1135			1610	
Approach Delay, s/veh	106.7						38.4			25.7	
Approach LOS	F						D			C	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4		6		
Case No	2.0	8.0		9.0		4.0		
Phs Duration (G+Y+Rc), s	31.0	84.0		55.0		115.0		
Change Period (Y+Rc), s	6.5	* 6.4		6.5		* 6.4		
Max Green (Gmax), s	24.5	* 78		48.5		* 1.1E2		
Max Allow Headway (MAH), s	4.9	0.0		5.1		0.0		
Max Q Clear (g_c+I1), s	25.3	0.0		50.5		0.0		
Green Ext Time (g_e), s	0.0	0.0		0.0		0.0		
Prob of Phs Call (p_c)	1.00	1.00		1.00		1.00		
Prob of Max Out (p_x)	1.00	0.00		1.00		0.00		

Left-Turn Movement Data								
Assigned Mvmt	1	5		7				
Mvmt Sat Flow, veh/h	3456	0		1781				

Through Movement Data								
Assigned Mvmt		2		4		6		
Mvmt Sat Flow, veh/h		3741		0		3647		

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		
Mvmt Sat Flow, veh/h		0		2790		0		

Left Lane Group Data								
Assigned Mvmt	1	5	0	7	0	0	0	0
Lane Assignment	L (Prot)			L				

Lanes in Grp	2	0	0	1	0	0	0	0
Grp Vol (v), veh/h	481	0	0	558	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1728	0	0	1781	0	0	0	0
Q Serve Time (g_s), s	23.3	0.0	0.0	48.5	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	23.3	0.0	0.0	48.5	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1781	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	77.6	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	498	0	0	508	0	0	0	0
V/C Ratio (X)	0.97	0.00	0.00	1.10	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	498	0	0	508	0	0	0	0
Upstream Filter (I)	0.66	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	60.1	0.0	0.0	60.8	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	24.7	0.0	0.0	69.3	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	84.7	0.0	0.0	130.1	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	8.8	0.0	0.0	21.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	1.7	0.0	0.0	9.8	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	10.5	0.0	0.0	31.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	1.07	0.00	0.00	0.31	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	12.5	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	0
Lane Assignment		T				T		
Lanes in Grp	0	2	0	0	0	2	0	0
Grp Vol (v), veh/h	0	1135	0	0	0	1129	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	0	0	1777	0	0
Q Serve Time (g_s), s	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	43.4	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1622	0	0	0	2270	0	0
V/C Ratio (X)	0.00	0.70	0.00	0.00	0.00	0.50	0.00	0.00
Avail Cap (c_a), veh/h	0	1622	0	0	0	2270	0	0
Upstream Filter (I)	0.00	0.60	0.00	0.00	0.00	0.66	0.00	0.00
Uniform Delay (d1), s/veh	0.0	36.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.5	0.0	0.0	0.0	0.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	38.4	0.0	0.0	0.0	0.5	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	19.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.3	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	19.3	0.0	0.0	0.0	0.2	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.71	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	0
Lane Assignment				R				
Lanes in Grp	0	0	0	2	0	0	0	0
Grp Vol (v), veh/h	0	0	0	789	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	1395	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	47.9	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	47.9	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	0	0	796	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.99	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	796	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	60.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	29.7	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	90.2	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	16.8	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	3.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	20.1	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.20	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	55.9
HCM 6th LOS	E

Notes

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

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

Intersection	
Int Delay, s/veh	28.6

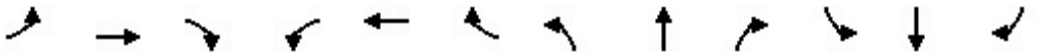
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Future Vol, veh/h	0	0	5	35	0	5	20	1105	110	0	985	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	0	160	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	9	60	0	9	34	1441	189	0	1413	9

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2207	3116	711	2311	3026	815	1422	0	0	1630	0	0
Stage 1	1418	1418	-	1604	1604	-	-	-	-	-	-	-
Stage 2	789	1698	-	707	1422	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	25	11	375	~ 20	13	321	475	-	-	394	-	-
Stage 1	144	201	-	110	163	-	-	-	-	-	-	-
Stage 2	350	146	-	392	200	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	23	10	375	~ 18	12	321	475	-	-	394	-	-
Mov Cap-2 Maneuver	23	10	-	~ 18	12	-	-	-	-	-	-	-
Stage 1	134	201	-	102	151	-	-	-	-	-	-	-
Stage 2	316	135	-	383	200	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	14.8	$ 1307	0.3	0
HCM LOS	B	F		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	WBLn2	SWL	SWT	SWR
Capacity (veh/h)	475	-	-	375	18	321	394	-	-
HCM Lane V/C Ratio	0.072	-	-	0.023	3.339	0.027	-	-	-
HCM Control Delay (s)	13.2	-	-	14.8	$ 1491.4	16.5	0	-	-
HCM Lane LOS	B	-	-	B	F	C	A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.1	8.1	0.1	0	-	-

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (veh/h)	50	780	0	0	505	155	0	0	0	300	0	50
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1068	0	0	692	212	0	0	0	411	0	68
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	383	9999	0	49	9999	9999	0	462	0	488	0	391
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
Prop Arrive On Green	0.19	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	0.25	0.00	0.25
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.5	0.0	44.7
Ln Grp LOS	A	A	A	A	A	A	A	A	A	E	A	D
Approach Vol, veh/h		1136			904			0			479	
Approach Delay, s/veh		0.0			0.0			0.0			61.7	
Approach LOS		A			A						E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.0	4.0		8.0	1.0	3.0		6.0
Phs Duration (G+Y+Rc), s	0.0	1130.1		43.5	34.7	1095.3		43.5
Change Period (Y+Rc), s	6.5	6.5		6.5	6.5	6.5		6.5
Max Green (Gmax), s	91.5	91.5		45.5	91.5	91.5		45.5
Max Allow Headway (MAH), s	0.0	9.1		0.0	3.5	7.0		3.8
Max Q Clear (g_c+I1), s	0.0	2.0		0.0	8.2	2.0		35.9
Green Ext Time (g_e), s	0.0	55.9		0.0	0.2	16.6		1.1
Prob of Phs Call (p_c)	0.00	1.00		0.00	0.94	1.00		1.00
Prob of Max Out (p_x)	0.00	0.00		0.00	0.00	0.00		0.07

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			0	1781			1781

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		1870		1870		0

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		0		0		1585		1585

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L (Pr/Pm)				L

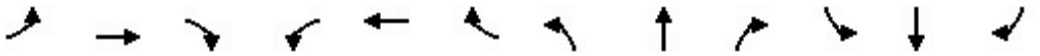
Lanes in Grp	1	0	0	0	1	0	0	1
Grp Vol (v), veh/h	0	0	0	0	68	0	0	411
Grp Sat Flow (s), veh/h/ln	1781	0	0	0	1781	0	0	1781
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	6.2	0.0	0.0	33.9
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	6.2	0.0	0.0	33.9
Perm LT Sat Flow (s_l), veh/h/ln	528	0	0	0	617	0	0	1781
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	91.5	0.0	0.0	0.0	91.5	0.0	0.0	37.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	37.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	33.9
Time to First Blk (g_f), s	0.0	0.0	0.0	37.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	488
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.84
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	588
Upstream Filter (I)	0.00	0.00	0.00	0.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	55.3
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	9.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.5
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	14.9
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	16.1
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.36
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	1068	0	0	0	692	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	1870	0	1870	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	13683	0	462	0	13249	0	0
V/C Ratio (X)	0.00	0.08	0.00	0.00	0.00	0.05	0.00	0.00
Avail Cap (c_a), veh/h	0	13683	0	567	0	13249	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	0.74	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment						R		T+R
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	212	0	68
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1585	0	1585
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.1
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Lane Grp Cap (c), veh/h	0	0	0	0	0	11228	0	391
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.17
Avail Cap (c_a), veh/h	0	0	0	0	0	11228	0	481
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.74	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	44.7
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (veh/h)	35	945	95	60	585	50	35	10	60	35	10	35
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	1294	130	82	801	68	48	14	82	48	14	48
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	396	1335	1132	132	1219	104	163	29	171	78	29	57
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
Prop Arrive On Green	0.03	0.71	0.71	0.03	0.72	0.72	0.12	0.12	0.12	0.12	0.12	0.12
Unsig. Movement Delay												
Ln Grp Delay, s/veh	10.1	26.3	6.7	49.7	0.0	13.9	62.0	0.0	63.1	70.6	0.0	0.0
Ln Grp LOS	B	C	A	D	A	B	E	A	E	E	A	A
Approach Vol, veh/h		1472			951			144			110	
Approach Delay, s/veh		24.0			17.0			62.7			70.6	
Approach LOS		C			B			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	3.0		6.0	1.1	4.0		8.0
Phs Duration (G+Y+Rc), s	11.3	113.7		25.0	10.8	114.2		25.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	5.0	* 98		27.0	5.1	* 98		27.0
Max Allow Headway (MAH), s	3.8	8.9		4.2	3.8	9.2		4.2
Max Q Clear (g_c+I1), s	3.8	98.3		10.3	3.1	39.8		18.3
Green Ext Time (g_e), s	0.0	0.1		0.4	0.0	30.9		0.2
Prob of Phs Call (p_c)	0.97	1.00		1.00	0.86	1.00		1.00
Prob of Max Out (p_x)	1.00	0.00		0.00	1.00	0.00		0.02

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1340	1781			355

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		236		1700		239

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1385		144		460

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			LL (Pr/Pm)				L+T+R

Lanes in Grp	1	0	0	1	1	0	0	1
Grp Vol (v), veh/h	82	0	0	48	48	0	0	110
Grp Sat Flow (s), veh/h/ln	1781	0	0	1340	1781	0	0	1054
Q Serve Time (g_s), s	1.8	0.0	0.0	0.0	1.1	0.0	0.0	8.0
Cycle Q Clear Time (g_c), s	1.8	0.0	0.0	7.6	1.1	0.0	0.0	16.3
Perm LT Sat Flow (s_l), veh/h/ln	376	0	0	1340	637	0	0	1320
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	882	0	0	0	0
Perm LT Eff Green (g_p), s	107.1	0.0	0.0	18.5	107.6	0.0	0.0	18.5
Perm LT Serve Time (g_u), s	10.7	0.0	0.0	2.2	69.8	0.0	0.0	10.2
Perm LT Q Serve Time (g_ps), s	10.7	0.0	0.0	0.0	3.1	0.0	0.0	8.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.6
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.44
Lane Grp Cap (c), veh/h	132	0	0	163	396	0	0	164
V/C Ratio (X)	0.62	0.00	0.00	0.29	0.12	0.00	0.00	0.67
Avail Cap (c_a), veh/h	134	0	0	239	405	0	0	248
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.22	0.00	0.00	1.00
Uniform Delay (d1), s/veh	41.5	0.0	0.0	61.0	10.1	0.0	0.0	65.9
Incr Delay (d2), s/veh	8.2	0.0	0.0	1.0	0.0	0.0	0.0	4.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	49.7	0.0	0.0	62.0	10.1	0.0	0.0	70.6
1st-Term Q (Q1), veh/ln	2.1	0.0	0.0	1.7	0.3	0.0	0.0	4.2
2nd-Term Q (Q2), veh/ln	0.3	0.0	0.0	0.0	0.0	0.0	0.0	0.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	2.4	0.0	0.0	1.8	0.4	0.0	0.0	4.4
%ile Storage Ratio (RQ%)	0.26	0.00	0.00	0.10	0.04	0.00	0.00	0.15
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T						
Lanes in Grp	0	1	0	0	0	0	0	0
Grp Vol (v), veh/h	0	1294	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	96.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	96.3	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1335	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.97	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1335	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.22	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	19.9	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.4	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	26.3	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	34.3	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	2.4	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	36.7	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.30	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		T+R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	130	0	96	0	869	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	0	1621	0	1844	0	0
Q Serve Time (g_s), s	0.0	3.8	0.0	8.3	0.0	37.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	3.8	0.0	8.3	0.0	37.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.85	0.00	0.08	0.00	0.44
Lane Grp Cap (c), veh/h	0	1132	0	200	0	1323	0	0
V/C Ratio (X)	0.00	0.11	0.00	0.48	0.00	0.66	0.00	0.00
Avail Cap (c_a), veh/h	0	1132	0	292	0	1323	0	0
Upstream Filter (I)	0.00	0.22	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	6.7	0.0	61.3	0.0	11.3	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	1.8	0.0	2.6	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	6.7	0.0	63.1	0.0	13.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	1.2	0.0	3.5	0.0	12.8	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.1	0.0	0.9	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.2	0.0	3.6	0.0	13.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.20	0.00	0.06	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	25.5
HCM 6th LOS	C

Notes

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

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	895	700	50	35	50
Future Vol, veh/h	100	895	700	50	35	50
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	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	2	2	2	2
Mvmt Flow	137	1226	959	68	48	68

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1027	0	-	0	2493	993
Stage 1	-	-	-	-	993	-
Stage 2	-	-	-	-	1500	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	676	-	-	-	~ 32	298
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	204	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	676	-	-	-	~ 12	298
Mov Cap-2 Maneuver	-	-	-	-	78	-
Stage 1	-	-	-	-	131	-
Stage 2	-	-	-	-	204	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	56.1
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	676	-	-	-	78	298
HCM Lane V/C Ratio	0.203	-	-	-	0.615	0.23
HCM Control Delay (s)	11.7	0	-	-	106.9	20.6
HCM Lane LOS	B	A	-	-	F	C
HCM 95th %tile Q(veh)	0.8	-	-	-	2.8	0.9

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

Intersection	
Int Delay, s/veh	8.3

Movement	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	180	785	600	5	5	210
Future Vol, veh/h	180	785	600	5	5	210
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	247	1075	822	7	7	288

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	829	0	-	0	2395	826
Stage 1	-	-	-	-	826	-
Stage 2	-	-	-	-	1569	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	803	-	-	-	37	372
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	189	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	803	-	-	-	9	372
Mov Cap-2 Maneuver	-	-	-	-	64	-
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	189	-

Approach	EB	WB	SW
HCM Control Delay, s	2.1	0	59.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SWLn1
Capacity (veh/h)	803	-	-	-	335
HCM Lane V/C Ratio	0.307	-	-	-	0.879
HCM Control Delay (s)	11.5	0	-	-	59.2
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	1.3	-	-	-	8.3

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Vol, veh/h	0	1000	750	0	0	0
Future Vol, veh/h	0	1000	750	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1717	1288	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	644
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	-	-	0	0	416
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	416
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (veh/h)	35	670	85	310	645	110	50	10	165	40	10	25
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	48	918	116	532	883	189	68	14	283	69	14	34
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	325	977	828	572	1214	1029	172	7	144	80	46	111
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
Prop Arrive On Green	0.04	0.52	0.52	0.17	0.65	0.65	0.09	0.09	0.09	0.09	0.09	0.09
Unsig. Movement Delay												
Ln Grp Delay, s/veh	9.6	37.7	11.4	59.0	14.3	6.7	42.7	0.0	500.2	102.4	0.0	39.1
Ln Grp LOS	A	D	B	E	B	A	D	A	F	F	A	D
Approach Vol, veh/h		1082			1604			365			117	
Approach Delay, s/veh		33.6			28.2			414.9			76.4	
Approach LOS		C			C			F			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	2.0	3.0		6.0	1.1	3.0		6.0
Phs Duration (G+Y+Rc), s	21.4	53.6		15.0	10.0	65.0		15.0
Change Period (Y+Rc), s	6.5	* 6.6		6.5	6.5	* 6.6		6.5
Max Green (Gmax), s	14.9	* 47		8.5	5.0	* 57		8.5
Max Allow Headway (MAH), s	3.8	8.2		4.1	3.8	7.7		4.4
Max Q Clear (g_c+I1), s	15.7	43.4		10.5	2.8	30.3		10.5
Green Ext Time (g_e), s	0.0	3.1		0.0	0.0	17.2		0.0
Prob of Phs Call (p_c)	1.00	1.00		1.00	0.70	1.00		0.95
Prob of Max Out (p_x)	1.00	0.00		1.00	1.00	0.00		1.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	3456			1357	1781			1082

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1870		75		1870		484

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		1585		1521		1585		1175

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Prot)			LL (Pr/Pm)				L

Lanes in Grp	2	0	0	1	1	0	0	1
Grp Vol (v), veh/h	532	0	0	68	48	0	0	69
Grp Sat Flow (s), veh/h/ln	1728	0	0	1357	1781	0	0	1082
Q Serve Time (g_s), s	13.7	0.0	0.0	4.4	0.8	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	13.7	0.0	0.0	6.9	0.8	0.0	0.0	8.5
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	1357	526	0	0	1082
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	8.5	58.4	0.0	0.0	8.5
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	6.1	30.2	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	4.4	2.8	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Lane Grp Cap (c), veh/h	572	0	0	172	325	0	0	80
V/C Ratio (X)	0.93	0.00	0.00	0.40	0.15	0.00	0.00	0.86
Avail Cap (c_a), veh/h	572	0	0	172	355	0	0	80
Upstream Filter (I)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	37.0	0.0	0.0	41.2	9.4	0.0	0.0	45.0
Incr Delay (d2), s/veh	21.9	0.0	0.0	1.5	0.2	0.0	0.0	57.4
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	59.0	0.0	0.0	42.7	9.6	0.0	0.0	102.4
1st-Term Q (Q1), veh/ln	5.4	0.0	0.0	1.4	0.2	0.0	0.0	1.5
2nd-Term Q (Q2), veh/ln	1.7	0.0	0.0	0.1	0.0	0.0	0.0	1.3
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	7.1	0.0	0.0	1.5	0.2	0.0	0.0	2.8
%ile Storage Ratio (RQ%)	0.60	0.00	0.00	0.22	0.03	0.00	0.00	0.71
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T				T		
Lanes in Grp	0	1	0	0	0	1	0	0
Grp Vol (v), veh/h	0	918	0	0	0	883	0	0
Grp Sat Flow (s), veh/h/ln	0	1870	0	0	0	1870	0	0
Q Serve Time (g_s), s	0.0	41.4	0.0	0.0	0.0	28.3	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	41.4	0.0	0.0	0.0	28.3	0.0	0.0
Lane Grp Cap (c), veh/h	0	977	0	0	0	1214	0	0
V/C Ratio (X)	0.00	0.94	0.00	0.00	0.00	0.73	0.00	0.00
Avail Cap (c_a), veh/h	0	977	0	0	0	1214	0	0
Upstream Filter (I)	0.00	1.00	0.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	20.2	0.0	0.0	0.0	10.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	17.5	0.0	0.0	0.0	3.8	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	37.7	0.0	0.0	0.0	14.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	14.7	0.0	0.0	0.0	8.3	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	4.7	0.0	0.0	0.0	1.3	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	19.4	0.0	0.0	0.0	9.6	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.15	0.00	0.00	0.00	0.08	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		R		T+R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	116	0	297	0	189	0	48
Grp Sat Flow (s), veh/h/ln	0	1585	0	1597	0	1585	0	1659
Q Serve Time (g_s), s	0.0	3.4	0.0	8.5	0.0	4.3	0.0	2.4
Cycle Q Clear Time (g_c), s	0.0	3.4	0.0	8.5	0.0	4.3	0.0	2.4
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	0.00	0.95	0.00	1.00	0.00	0.71
Lane Grp Cap (c), veh/h	0	828	0	151	0	1029	0	157
V/C Ratio (X)	0.00	0.14	0.00	1.97	0.00	0.18	0.00	0.31
Avail Cap (c_a), veh/h	0	828	0	151	0	1029	0	157
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	11.1	0.0	40.8	0.0	6.3	0.0	38.0
Incr Delay (d2), s/veh	0.0	0.4	0.0	459.4	0.0	0.4	0.0	1.1
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	11.4	0.0	500.2	0.0	6.7	0.0	39.1
1st-Term Q (Q1), veh/ln	0.0	1.0	0.0	3.3	0.0	1.1	0.0	1.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.0	19.2	0.0	0.1	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	1.1	0.0	22.5	0.0	1.2	0.0	1.0
%ile Storage Ratio (RQ%)	0.00	0.12	0.00	0.98	0.00	0.01	0.00	0.04
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	36.6	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.5	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	76.4
HCM 6th LOS	E

Notes

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	920	680	0	0	0
Future Vol, veh/h	0	920	680	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1580	1168	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1168
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	235
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	235
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SE
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBT	WBT	SELn1
Capacity (veh/h)	-	-	-
HCM Lane V/C Ratio	-	-	-
HCM Control Delay (s)	-	-	0
HCM Lane LOS	-	-	A
HCM 95th %tile Q(veh)	-	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (veh/h)	150	50	280	75	60	15	145	680	50	20	710	20
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	205	68	383	103	82	21	199	1168	68	27	972	27
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	261	321	272	226	211	54	220	1117	65	77	1092	30
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
Prop Arrive On Green	0.05	0.17	0.17	0.03	0.15	0.15	0.06	0.64	0.64	0.02	0.60	0.60
Unsig. Movement Delay												
Ln Grp Delay, s/veh	84.3	64.4	278.5	64.7	0.0	70.3	64.2	0.0	71.5	50.0	0.0	41.3
Ln Grp LOS	F	E	F	E	A	E	E	A	F	D	A	D
Approach Vol, veh/h		656			206			1435			1026	
Approach Delay, s/veh		195.6			67.5			70.5			41.5	
Approach LOS		F			E			E			D	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	1.1	4.0	1.1	4.0	1.1	4.0	1.1	3.0
Phs Duration (G+Y+Rc), s	9.7	120.9	16.4	33.0	16.0	114.6	12.0	37.4
Change Period (Y+Rc), s	6.0	6.0	6.5	6.5	6.0	6.0	6.5	6.5
Max Green (Gmax), s	5.0	113.6	9.9	26.5	17.0	101.6	5.5	30.9
Max Allow Headway (MAH), s	3.9	5.8	3.9	3.5	3.9	5.9	3.9	4.0
Max Q Clear (g_c+I1), s	2.9	116.9	11.9	11.3	9.7	84.8	7.5	32.9
Green Ext Time (g_e), s	0.0	0.0	0.0	0.2	0.3	9.0	0.0	0.0
Prob of Phs Call (p_c)	0.74	1.00	1.00	0.99	1.00	1.00	0.99	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	0.00	0.07	0.00	1.00	1.00

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	1781		1781		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1750		1436		1811		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		102		368		50		1585

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)		L (Pr/Pm)	

Lanes in Grp	1	0	1	0	1	0	1	0
Grp Vol (v), veh/h	27	0	205	0	199	0	103	0
Grp Sat Flow (s), veh/h/ln	1781	0	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.9	0.0	9.9	0.0	7.7	0.0	5.5	0.0
Cycle Q Clear Time (g_c), s	0.9	0.0	9.9	0.0	7.7	0.0	5.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	450	0	1291	0	564	0	940	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	114.9	0.0	26.5	0.0	108.6	0.0	30.9	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	17.2	0.0	25.8	0.0	25.3	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	14.5	0.0	25.8	0.0	7.3	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	77	0	261	0	220	0	226	0
V/C Ratio (X)	0.35	0.00	0.78	0.00	0.90	0.00	0.46	0.00
Avail Cap (c_a), veh/h	89	0	261	0	289	0	226	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	47.3	0.0	69.9	0.0	39.3	0.0	63.3	0.0
Incr Delay (d2), s/veh	2.7	0.0	14.4	0.0	24.9	0.0	1.4	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	50.0	0.0	84.3	0.0	64.2	0.0	64.7	0.0
1st-Term Q (Q1), veh/ln	0.8	0.0	4.4	0.0	5.3	0.0	1.5	0.0
2nd-Term Q (Q2), veh/ln	0.1	0.0	1.0	0.0	1.5	0.0	0.1	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.8	0.0	5.4	0.0	6.8	0.0	1.6	0.0
%ile Storage Ratio (RQ%)	0.17	0.00	1.31	0.00	1.16	0.00	0.37	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment								T
Lanes in Grp	0	0	0	0	0	0	0	1
Grp Vol (v), veh/h	0	0	0	0	0	0	0	68
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.6
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	321
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.21
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	321
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.1
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.3
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	64.4
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.05
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		T+R		T+R		R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	1236	0	103	0	999	0	383
Grp Sat Flow (s), veh/h/ln	0	1852	0	1804	0	1861	0	1585
Q Serve Time (g_s), s	0.0	114.9	0.0	9.3	0.0	82.8	0.0	30.9
Cycle Q Clear Time (g_c), s	0.0	114.9	0.0	9.3	0.0	82.8	0.0	30.9
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.06	0.00	0.20	0.00	0.03	0.00	1.00
Lane Grp Cap (c), veh/h	0	1182	0	266	0	1123	0	272
V/C Ratio (X)	0.00	1.05	0.00	0.39	0.00	0.89	0.00	1.41
Avail Cap (c_a), veh/h	0	1182	0	266	0	1123	0	272
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	32.6	0.0	69.4	0.0	30.6	0.0	74.6
Incr Delay (d2), s/veh	0.0	38.9	0.0	0.9	0.0	10.7	0.0	204.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	71.5	0.0	70.3	0.0	41.3	0.0	278.5
1st-Term Q (Q1), veh/ln	0.0	47.5	0.0	4.3	0.0	36.1	0.0	12.5
2nd-Term Q (Q2), veh/ln	0.0	12.8	0.0	0.1	0.0	3.3	0.0	15.4
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	60.3	0.0	4.4	0.0	39.4	0.0	27.9
%ile Storage Ratio (RQ%)	0.00	0.69	0.00	0.12	0.00	0.73	0.00	4.73
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	13.5	0.0	0.0	0.0	0.0	0.0	27.7
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.4

Intersection Summary	
HCM 6th Ctrl Delay	86.0
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	4.8

Movement	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	30	135	135	710	585	80
Future Vol, veh/h	30	135	135	710	585	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	230	-	-	-
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	41	185	185	1219	1005	137

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2663	1074	1142	0	-	0
Stage 1	1074	-	-	-	-	-
Stage 2	1589	-	-	-	-	-
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	~ 25	267	612	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	184	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	~ 17	267	612	-	-	-
Mov Cap-2 Maneuver	101	-	-	-	-	-
Stage 1	229	-	-	-	-	-
Stage 2	184	-	-	-	-	-

Approach	SB	NE	SW
HCM Control Delay, s	47.6	1.8	0
HCM LOS	E		

Minor Lane/Major Mvmt	NEL	NET	SBLn1	SBLn2	SWT	SWR
Capacity (veh/h)	612	-	101	267	-	-
HCM Lane V/C Ratio	0.302	-	0.407	0.692	-	-
HCM Control Delay (s)	13.4	-	63.2	44.1	-	-
HCM Lane LOS	B	-	F	E	-	-
HCM 95th %tile Q(veh)	1.3	-	1.7	4.6	-	-

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (veh/h)	320	350	70	60	350	180	85	300	40	300	530	260
Number	3	8	18	7	4	14	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	550	601	120	115	670	344	116	411	77	574	726	356
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	528	639	128	131	641	543	135	577	107	547	979	437
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
Prop Arrive On Green	0.15	0.42	0.42	0.07	0.34	0.34	0.08	0.19	0.19	0.16	0.28	0.28
Unsig. Movement Delay												
Ln Grp Delay, s/veh	126.7	0.0	69.4	127.5	107.0	52.4	115.2	79.7	80.3	127.7	64.4	76.3
Ln Grp LOS	F	A	E	F	F	D	F	E	F	F	E	E
Approach Vol, veh/h		1271			1129			604			1656	
Approach Delay, s/veh		94.2			92.5			86.8			88.9	
Approach LOS		F			F			F			F	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Case No	2.0	4.0	2.0	3.0	2.0	3.0	2.0	4.0
Phs Duration (G+Y+Rc), s	35.0	42.0	34.0	69.0	20.1	56.9	19.7	83.3
Change Period (Y+Rc), s	6.5	7.3	6.5	7.3	6.5	7.3	6.5	7.3
Max Green (Gmax), s	28.5	34.7	27.5	61.7	15.7	47.5	13.2	76.0
Max Allow Headway (MAH), s	3.8	0.0	3.8	4.8	3.8	0.0	3.9	4.9
Max Q Clear (g_c+I1), s	30.5	0.0	29.5	63.7	13.6	0.0	13.5	70.5
Green Ext Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.1
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prob of Max Out (p_x)	1.00	0.00	1.00	1.00	1.00	0.00	1.00	0.90

Left-Turn Movement Data								
Assigned Mvmt	1		3		5		7	
Mvmt Sat Flow, veh/h	3456		3456		1781		1781	

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		2991		1870		3554		1514

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		556		1585		1585		302

Left Lane Group Data								
Assigned Mvmt	1	0	3	0	5	0	7	0
Lane Assignment	L (Prot)		L (Prot)		L (Prot)		L (Prot)	

Lanes in Grp	2	0	2	0	1	0	1	0
Grp Vol (v), veh/h	574	0	550	0	116	0	115	0
Grp Sat Flow (s), veh/h/ln	1728	0	1728	0	1781	0	1781	0
Q Serve Time (g_s), s	28.5	0.0	27.5	0.0	11.6	0.0	11.5	0.0
Cycle Q Clear Time (g_c), s	28.5	0.0	27.5	0.0	11.6	0.0	11.5	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	547	0	528	0	135	0	131	0
V/C Ratio (X)	1.05	0.00	1.04	0.00	0.86	0.00	0.88	0.00
Avail Cap (c_a), veh/h	547	0	528	0	155	0	131	0
Upstream Filter (I)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	75.7	0.0	76.2	0.0	82.3	0.0	82.6	0.0
Incr Delay (d2), s/veh	52.0	0.0	50.5	0.0	32.9	0.0	44.9	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	127.7	0.0	126.7	0.0	115.2	0.0	127.5	0.0
1st-Term Q (Q1), veh/ln	12.4	0.0	12.2	0.0	5.2	0.0	5.3	0.0
2nd-Term Q (Q2), veh/ln	3.9	0.0	3.7	0.0	1.2	0.0	1.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	16.3	0.0	15.9	0.0	6.5	0.0	6.9	0.0
%ile Storage Ratio (RQ%)	1.18	0.00	1.28	0.00	0.75	0.00	1.06	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	6.7	0.0	5.5	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.3	0.0	0.3	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment		T		T		T		
Lanes in Grp	0	1	0	1	0	2	0	0
Grp Vol (v), veh/h	0	243	0	670	0	726	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	0	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	23.0	0.0	61.7	0.0	33.5	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	23.0	0.0	61.7	0.0	33.5	0.0	0.0
Lane Grp Cap (c), veh/h	0	343	0	641	0	979	0	0
V/C Ratio (X)	0.00	0.71	0.00	1.05	0.00	0.74	0.00	0.00
Avail Cap (c_a), veh/h	0	343	0	641	0	979	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	67.9	0.0	59.2	0.0	59.4	0.0	0.0
Incr Delay (d2), s/veh	0.0	11.7	0.0	47.9	0.0	5.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	79.7	0.0	107.0	0.0	64.4	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	10.2	0.0	28.6	0.0	14.7	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	1.1	0.0	8.5	0.0	0.7	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.3	0.0	37.1	0.0	15.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.47	0.00	0.23	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	7.2	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.3	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		T+R
Lanes in Grp	0	1	0	1	0	1	0	1
Grp Vol (v), veh/h	0	245	0	344	0	356	0	721
Grp Sat Flow (s), veh/h/ln	0	1770	0	1585	0	1585	0	1816
Q Serve Time (g_s), s	0.0	23.4	0.0	32.8	0.0	37.8	0.0	68.5
Cycle Q Clear Time (g_c), s	0.0	23.4	0.0	32.8	0.0	37.8	0.0	68.5
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.31	0.00	1.00	0.00	1.00	0.00	0.17
Lane Grp Cap (c), veh/h	0	341	0	543	0	437	0	767
V/C Ratio (X)	0.00	0.72	0.00	0.63	0.00	0.82	0.00	0.94
Avail Cap (c_a), veh/h	0	341	0	543	0	437	0	767
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	0.0	68.1	0.0	49.7	0.0	60.9	0.0	49.8
Incr Delay (d2), s/veh	0.0	12.3	0.0	2.8	0.0	15.3	0.0	19.6
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	80.3	0.0	52.4	0.0	76.3	0.0	69.4
1st-Term Q (Q1), veh/ln	0.0	10.3	0.0	13.1	0.0	15.2	0.0	30.8
2nd-Term Q (Q2), veh/ln	0.0	1.2	0.0	0.4	0.0	1.9	0.0	4.2
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	11.5	0.0	13.5	0.0	17.1	0.0	35.0
%ile Storage Ratio (RQ%)	0.00	0.24	0.00	0.76	0.00	0.72	0.00	1.74
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	90.9
HCM 6th LOS	F

Intersection	
Int Delay, s/veh	95.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	220	285	160	30	50	325
Future Vol, veh/h	220	285	160	30	50	325
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	421	545	306	57	96	622

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	363	0	-	0	1722	335
Stage 1	-	-	-	-	335	-
Stage 2	-	-	-	-	1387	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1196	-	-	-	98	707
Stage 1	-	-	-	-	725	-
Stage 2	-	-	-	-	232	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1196	-	-	-	~ 49	707
Mov Cap-2 Maneuver	-	-	-	-	150	-
Stage 1	-	-	-	-	359	-
Stage 2	-	-	-	-	232	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	265.6
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1196	-	-	-	473
HCM Lane V/C Ratio	0.352	-	-	-	1.517
HCM Control Delay (s)	9.6	0	-	-	265.6
HCM Lane LOS	A	A	-	-	F
HCM 95th %tile Q(veh)	1.6	-	-	-	37.7

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

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑			↱
Traffic Vol, veh/h	0	875	1065	0	0	0
Future Vol, veh/h	0	875	1065	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1503	1459	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1459
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.319
Pot Cap-1 Maneuver	0	-	-	0	0	158
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	158
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (veh/h)	0	539	44	96	650	0	27	0	71	0	0	0
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	0	621	51	111	749	0	31	0	82	0	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	546	1136	93	526	1471	1246	189	0	117	0	138	0
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
Prop Arrive On Green	0.00	0.67	0.67	0.04	0.79	0.00	0.07	0.00	0.07	0.00	0.00	0.00
Unsig. Movement Delay												
Ln Grp Delay, s/veh	0.0	0.0	9.2	5.8	4.3	0.0	37.8	0.0	47.3	0.0	0.0	0.0
Ln Grp LOS	A	A	A	A	A	A	D	A	D	A	A	A
Approach Vol, veh/h		672			860			113			0	
Approach Delay, s/veh		9.2			4.5			44.7			0.0	
Approach LOS		A			A			D				

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Case No	1.1	4.0		7.0	1.1	3.0		8.0
Phs Duration (G+Y+Rc), s	10.2	62.0		12.8	0.0	72.2		12.8
Change Period (Y+Rc), s	6.5	* 5.4		6.5	6.5	* 5.4		6.5
Max Green (Gmax), s	4.1	* 30		33.0	4.0	* 30		33.0
Max Allow Headway (MAH), s	4.4	4.4		4.7	0.0	4.4		0.0
Max Q Clear (g_c+I1), s	3.6	18.3		6.3	0.0	14.1		0.0
Green Ext Time (g_e), s	0.0	2.6		0.4	0.0	3.4		0.0
Prob of Phs Call (p_c)	0.93	1.00		0.93	0.00	1.00		0.00
Prob of Max Out (p_x)	1.00	0.00		0.00	0.00	0.00		0.00

Left-Turn Movement Data								
Assigned Mvmt	1			7	5			3
Mvmt Sat Flow, veh/h	1781			1418	1781			0

Through Movement Data								
Assigned Mvmt		2		4		6		8
Mvmt Sat Flow, veh/h		1705		0		1870		1870

Right-Turn Movement Data								
Assigned Mvmt		12		14		16		18
Mvmt Sat Flow, veh/h		140		1585		1585		0

Left Lane Group Data								
Assigned Mvmt	1	0	0	7	5	0	0	3
Lane Assignment	L (Pr/Pm)			L+TL (Pr/Pm)				

Lanes in Grp	1	0	0	1	1	0	0	0
Grp Vol (v), veh/h	111	0	0	31	0	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	0	1418	1781	0	0	0
Q Serve Time (g_s), s	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	1.6	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	766	0	0	1440	713	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	56.6	0.0	0.0	6.3	66.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	40.4	0.0	0.0	6.3	54.7	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	2.8	0.0	0.0	1.8	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	526	0	0	189	546	0	0	0
V/C Ratio (X)	0.21	0.00	0.00	0.16	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	534	0	0	635	627	0	0	0
Upstream Filter (I)	0.84	0.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	5.6	0.0	0.0	37.3	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.5	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	5.8	0.0	0.0	37.8	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.4	0.0	0.0	0.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	1.00	0.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.5	0.0	0.0	0.6	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.15	0.00	0.00	0.03	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	0	4	0	6	0	8
Lane Assignment						T		T
Lanes in Grp	0	0	0	0	0	1	0	1
Grp Vol (v), veh/h	0	0	0	0	0	749	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	1870	0	1870
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	12.1	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	1471	0	138
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.51	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	1471	0	726
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.84	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	3.2	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	4.3	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	2.4	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.14	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	0	14	0	16	0	18
Lane Assignment		T+R		R		R		
Lanes in Grp	0	1	0	1	0	1	0	0
Grp Vol (v), veh/h	0	672	0	82	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	1845	0	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	16.3	0.0	4.3	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	16.3	0.0	4.3	0.0	0.0	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	0.08	0.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	1229	0	117	0	1246	0	0
V/C Ratio (X)	0.00	0.55	0.00	0.70	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	1229	0	615	0	1246	0	0
Upstream Filter (I)	0.00	1.00	0.00	1.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	7.4	0.0	38.5	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.8	0.0	8.9	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	9.2	0.0	47.3	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	5.3	0.0	1.6	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.6	0.0	0.3	0.0	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	5.9	0.0	1.9	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.08	0.00	0.61	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	9.2
HCM 6th LOS	A

Notes

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

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (veh/h)	109	495	43	250	700	715	19	51	220	630	47	95
Number	5	2	12	1	6	16	7	4	14	3	8	18
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	126	570	50	288	807	824	22	59	253	726	54	109
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	179	1251	558	421	1418	633	314	330	280	798	432	366
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.08	0.70	0.70	0.09	0.40	0.40	0.18	0.18	0.18	0.23	0.23	0.23
Unsig. Movement Delay												
Ln Grp Delay, s/veh	46.8	19.0	16.8	39.1	40.9	195.6	58.5	59.8	85.1	76.6	51.9	54.5
Ln Grp LOS	D	B	B	D	D	F	E	E	F	E	D	D
Approach Vol, veh/h		746			1919			334			889	
Approach Delay, s/veh		23.6			107.0			78.9			72.4	
Approach LOS		C			F			E			E	

Timer:	1	2	3	4	5	6	7	8
Assigned Phs	1	2	8	4	5	6		
Case No	1.1	3.0	9.0	9.0	1.1	3.0		
Phs Duration (G+Y+Rc), s	21.0	66.7	45.7	36.5	13.0	74.7		
Change Period (Y+Rc), s	6.5	6.9	6.5	6.5	6.5	6.9		
Max Green (Gmax), s	14.5	39.1	43.0	47.0	6.5	47.1		
Max Allow Headway (MAH), s	4.9	0.0	4.5	4.7	5.0	0.0		
Max Q Clear (g_c+I1), s	16.5	0.0	36.8	28.6	8.5	0.0		
Green Ext Time (g_e), s	0.0	0.0	2.5	1.4	0.0	0.0		
Prob of Phs Call (p_c)	1.00	1.00	1.00	1.00	1.00	1.00		
Prob of Max Out (p_x)	1.00	0.00	0.71	0.00	1.00	0.00		

Left-Turn Movement Data												
Assigned Mvmt		1		3	7	5						
Mvmt Sat Flow, veh/h		1781		3456	1781	1781						

Through Movement Data												
Assigned Mvmt			2	8	4		6					
Mvmt Sat Flow, veh/h			3554	1870	1870		3554					

Right-Turn Movement Data												
Assigned Mvmt			12	18	14		16					
Mvmt Sat Flow, veh/h			1585	1585	1585		1585					

Left Lane Group Data												
Assigned Mvmt		1	0	3	7	5	0	0	0			
Lane Assignment	L (Pr/Pm)			L	LL (Pr/Pm)							

Lanes in Grp	1	0	2	1	1	0	0	0
Grp Vol (v), veh/h	288	0	726	22	126	0	0	0
Grp Sat Flow (s), veh/h/ln	1781	0	1728	1781	1781	0	0	0
Q Serve Time (g_s), s	14.5	0.0	34.8	1.8	6.5	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	14.5	0.0	34.8	1.8	6.5	0.0	0.0	0.0
Perm LT Sat Flow (s_l), veh/h/ln	804	0	1728	1781	308	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	59.8	0.0	0.0	0.0	67.8	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	48.0	0.0	0.0	0.0	37.8	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	18.1	0.0	0.0	0.0	28.1	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
Lane Grp Cap (c), veh/h	421	0	798	314	179	0	0	0
V/C Ratio (X)	0.68	0.00	0.91	0.07	0.70	0.00	0.00	0.00
Avail Cap (c_a), veh/h	421	0	874	492	179	0	0	0
Upstream Filter (I)	0.72	0.00	1.00	1.00	0.82	0.00	0.00	0.00
Uniform Delay (d1), s/veh	35.4	0.0	63.7	58.4	36.1	0.0	0.0	0.0
Incr Delay (d2), s/veh	3.7	0.0	12.9	0.1	10.7	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	39.1	0.0	76.6	58.5	46.8	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	2.6	0.0	15.4	0.8	3.1	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.4	0.0	1.4	0.0	0.5	0.0	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	1.00	1.00	1.00	0.00	0.00	0.00
%ile Back of Q (50%), veh/ln	3.1	0.0	16.8	0.8	3.6	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.47	0.00	1.42	0.32	0.91	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Middle Lane Group Data								
Assigned Mvmt	0	2	8	4	0	6	0	0
Lane Assignment		T	T	T		T		
Lanes in Grp	0	2	1	1	0	2	0	0
Grp Vol (v), veh/h	0	570	54	59	0	807	0	0
Grp Sat Flow (s), veh/h/ln	0	1777	1870	1870	0	1777	0	0
Q Serve Time (g_s), s	0.0	11.9	3.9	4.6	0.0	30.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	11.9	3.9	4.6	0.0	30.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	1251	432	330	0	1418	0	0
V/C Ratio (X)	0.00	0.46	0.13	0.18	0.00	0.57	0.00	0.00
Avail Cap (c_a), veh/h	0	1251	473	517	0	1418	0	0
Upstream Filter (I)	0.00	0.82	1.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	18.1	51.8	59.5	0.0	39.7	0.0	0.0
Incr Delay (d2), s/veh	0.0	1.0	0.2	0.3	0.0	1.2	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	19.0	51.9	59.8	0.0	40.9	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	3.9	1.9	2.2	0.0	13.2	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.2	0.0	0.0	0.0	0.2	0.0	0.0

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	4.1	1.9	2.2	0.0	13.4	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.20	0.05	0.07	0.00	0.50	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data								
Assigned Mvmt	0	12	18	14	0	16	0	0
Lane Assignment		R	R	R		R		
Lanes in Grp	0	1	1	1	0	1	0	0
Grp Vol (v), veh/h	0	50	109	253	0	824	0	0
Grp Sat Flow (s), veh/h/ln	0	1585	1585	1585	0	1585	0	0
Q Serve Time (g_s), s	0.0	1.7	9.7	26.6	0.0	67.8	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	1.7	9.7	26.6	0.0	67.8	0.0	0.0
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
Lane Grp Cap (c), veh/h	0	558	366	280	0	633	0	0
V/C Ratio (X)	0.00	0.09	0.30	0.90	0.00	1.30	0.00	0.00
Avail Cap (c_a), veh/h	0	558	401	438	0	633	0	0
Upstream Filter (I)	0.00	0.82	1.00	1.00	0.00	0.72	0.00	0.00
Uniform Delay (d1), s/veh	0.0	16.6	54.0	68.6	0.0	51.1	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.3	0.5	16.5	0.0	144.5	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	16.8	54.5	85.1	0.0	195.6	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.6	3.9	10.8	0.0	26.6	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.1	1.3	0.0	25.4	0.0	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00
%ile Back of Q (50%), veh/ln	0.0	0.7	4.0	12.1	0.0	52.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.19	0.81	0.40	0.00	8.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	47.9	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.3	0.0	0.0

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

Intersection	
Int Delay, s/veh	0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	0	600	0	0	530
Future Vol, veh/h	0	0	600	0	0	530
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	1148	0	0	1014

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	-	1148	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	242	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	242	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBT	WBLn1	SBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	505	0	0	485	0	0
Future Vol, veh/h	505	0	0	485	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	966	0	0	928	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	966
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	309
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	309
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑		↱
Traffic Vol, veh/h	550	0	0	510	0	0
Future Vol, veh/h	550	0	0	510	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1052	0	0	976	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	-	-	-	-	1052
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	-	0	0	-	0	275
Stage 1	-	0	0	-	0	-
Stage 2	-	0	0	-	0	-
Platoon blocked, %	-			-		
Mov Cap-1 Maneuver	-	-	-	-	-	275
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	WBT
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

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑			↗
Traffic Vol, veh/h	0	600	530	0	0	0
Future Vol, veh/h	0	600	530	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	1148	1014	0	0	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	1014
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.318
Pot Cap-1 Maneuver	0	-	-	0	0	290
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %		-	-			
Mov Cap-1 Maneuver	-	-	-	-	-	290
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

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

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

HCS Output Files

KY 44 Programming Study

Bullitt County, KY

December 9, 2022

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	534	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	9.68639	Speed Power Coefficient	0.72295
PF Slope Coefficient	-1.50623	PF Power Coefficient	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.7

Vehicle Results

Average Speed, mi/h	39.7	Percent Followers, %	62.3
Segment Travel Time, minutes	0.72	Follower Density, followers/mi/ln	8.4
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	8.4	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	455	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	9.68639	Speed Power Coefficient	0.72295
PF Slope Coefficient	-1.50623	PF Power Coefficient	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	58.2
Segment Travel Time, minutes	0.71	Follower Density, followers/mi/ln	6.6
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	6.6	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	875	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	529
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	875	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	529
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}),veh/h	465	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	6.04
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	793	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44621	PF Power Coefficient	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	41.1

Vehicle Results

Average Speed, mi/h	41.1	Percent Followers, %	70.7
Segment Travel Time, minutes	0.63	Follower Density, followers/mi/ln	13.6
Vehicle LOS	D		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	386	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46280	PF Power Coefficient	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	42.2

Vehicle Results

Average Speed, mi/h	42.2	Percent Followers, %	54.9
Segment Travel Time, minutes	6.15	Follower Density, followers/mi/ln	5.0
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	671	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39471	PF Power Coefficient	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	65.3
Segment Travel Time, minutes	2.86	Follower Density, followers/mi/ln	10.6
Vehicle LOS	D		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	521	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42091	PF Power Coefficient	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.7

Vehicle Results			
Average Speed, mi/h	41.7	Percent Followers, %	60.1
Segment Travel Time, minutes	3.52	Follower Density, followers/mi/ln	7.5
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	669	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	6.82776	Speed Power Coefficient	0.54312
PF Slope Coefficient	-1.51448	PF Power Coefficient	0.69302
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.0

Vehicle Results			
Average Speed, mi/h	40.0	Percent Followers, %	68.2
Segment Travel Time, minutes	0.76	Follower Density, followers/mi/ln	11.4

Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	700	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	9.20628	Speed Power Coefficient	0.71788
PF Slope Coefficient	-1.53118	PF Power Coefficient	0.69359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.6

Vehicle Results

Average Speed, mi/h	38.6	Percent Followers, %	69.7
Segment Travel Time, minutes	0.60	Follower Density, followers/mi/ln	12.6
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	527	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	10.59040	Speed Power Coefficient	0.57976
PF Slope Coefficient	-1.46422	PF Power Coefficient	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.2
Segment Travel Time, minutes	3.15	Follower Density, followers/mi/ln	8.4
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

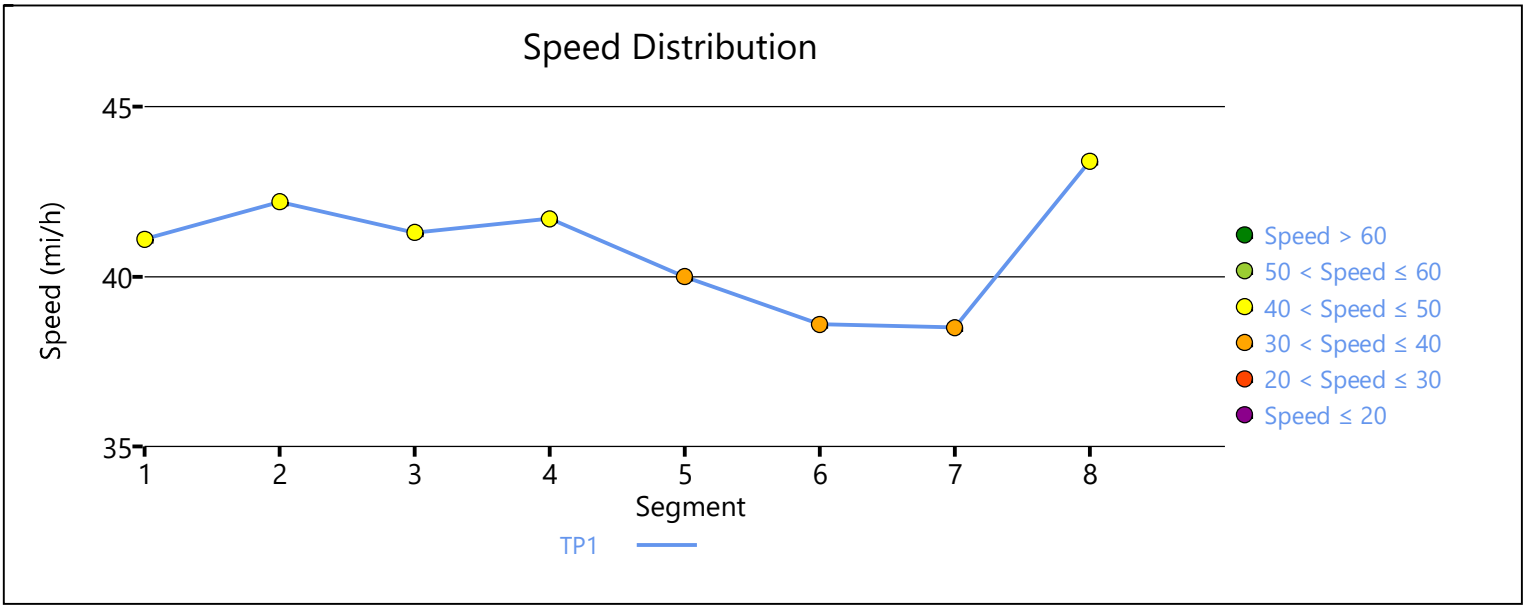
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.4

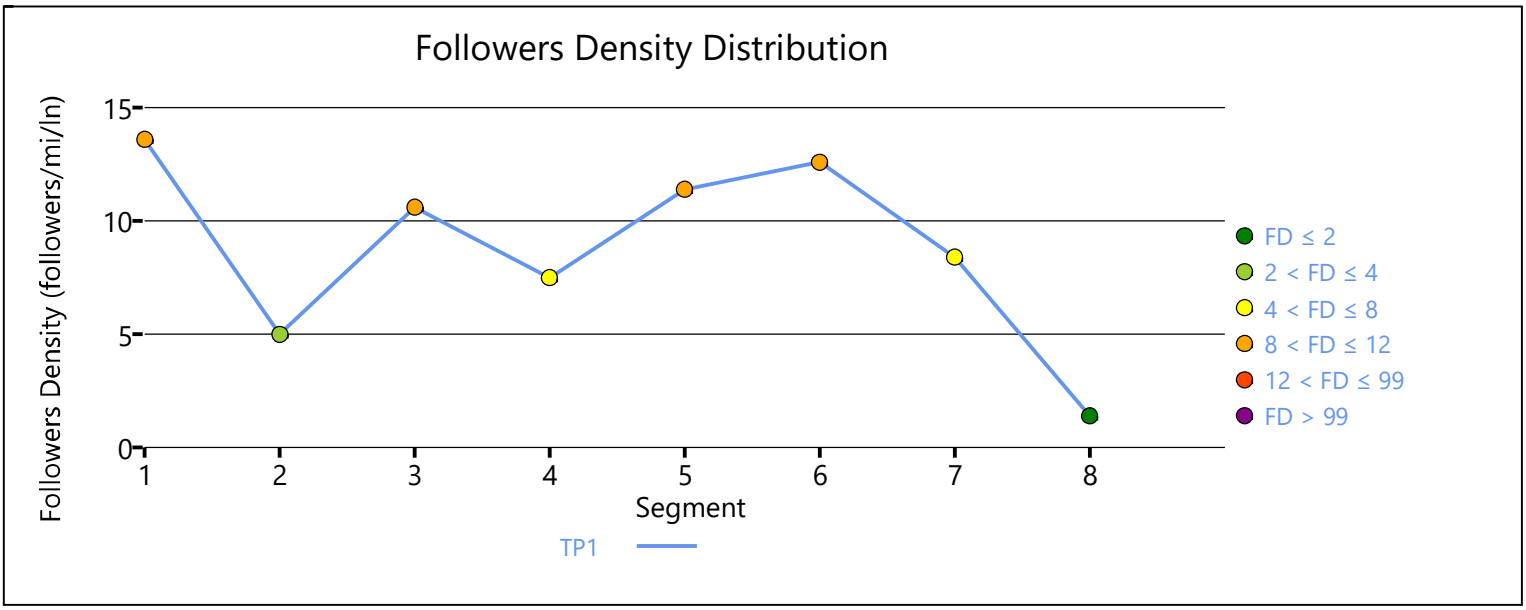
Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	33.7
Segment Travel Time, minutes	1.47	Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	7.3	C





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.4

Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	33.7
Segment Travel Time, minutes	1.47	Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	527	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	10.59040	Speed Power Coefficient	0.57976
PF Slope Coefficient	-1.46422	PF Power Coefficient	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.2
Segment Travel Time, minutes	3.15	Follower Density, followers/mi/ln	8.4
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	700	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	6.43455	Speed Power Coefficient	0.54077
PF Slope Coefficient	-1.55046	PF Power Coefficient	0.68928
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	40.1

Vehicle Results

Average Speed, mi/h	40.1	Percent Followers, %	70.3
Segment Travel Time, minutes	0.58	Follower Density, followers/mi/ln	12.3
Vehicle LOS	D		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	868	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.59538	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.43301	PF Power Coefficient	0.71185
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.9

Vehicle Results			
Average Speed, mi/h	40.9	Percent Followers, %	72.6
Segment Travel Time, minutes	0.74	Follower Density, followers/mi/ln	15.4
Vehicle LOS	E		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	691	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42091	PF Power Coefficient	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.2

Vehicle Results			
Average Speed, mi/h	41.2	Percent Followers, %	67.1
Segment Travel Time, minutes	3.57	Follower Density, followers/mi/ln	11.2

Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	855	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39471	PF Power Coefficient	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	71.4
Segment Travel Time, minutes	2.89	Follower Density, followers/mi/ln	15.0
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	534	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46280	PF Power Coefficient	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	62.4
Segment Travel Time, minutes	6.22	Follower Density, followers/mi/ln	8.0
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	931	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44621	PF Power Coefficient	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

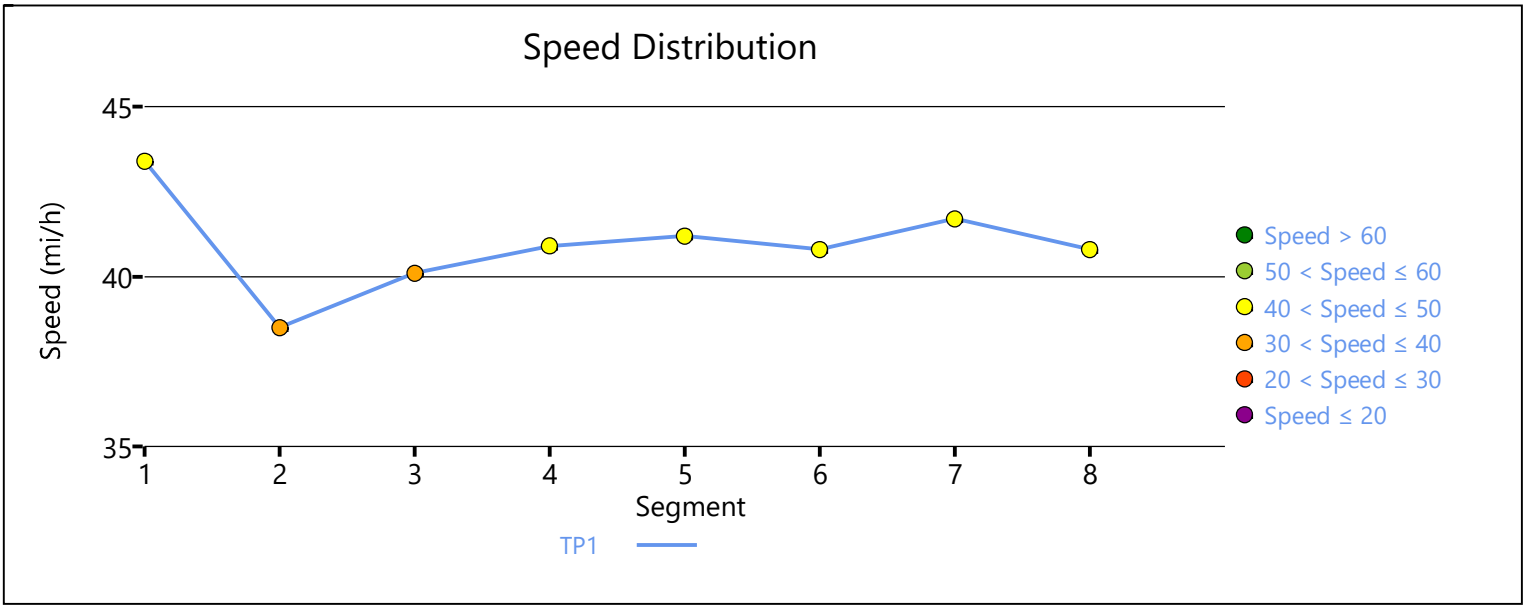
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.8

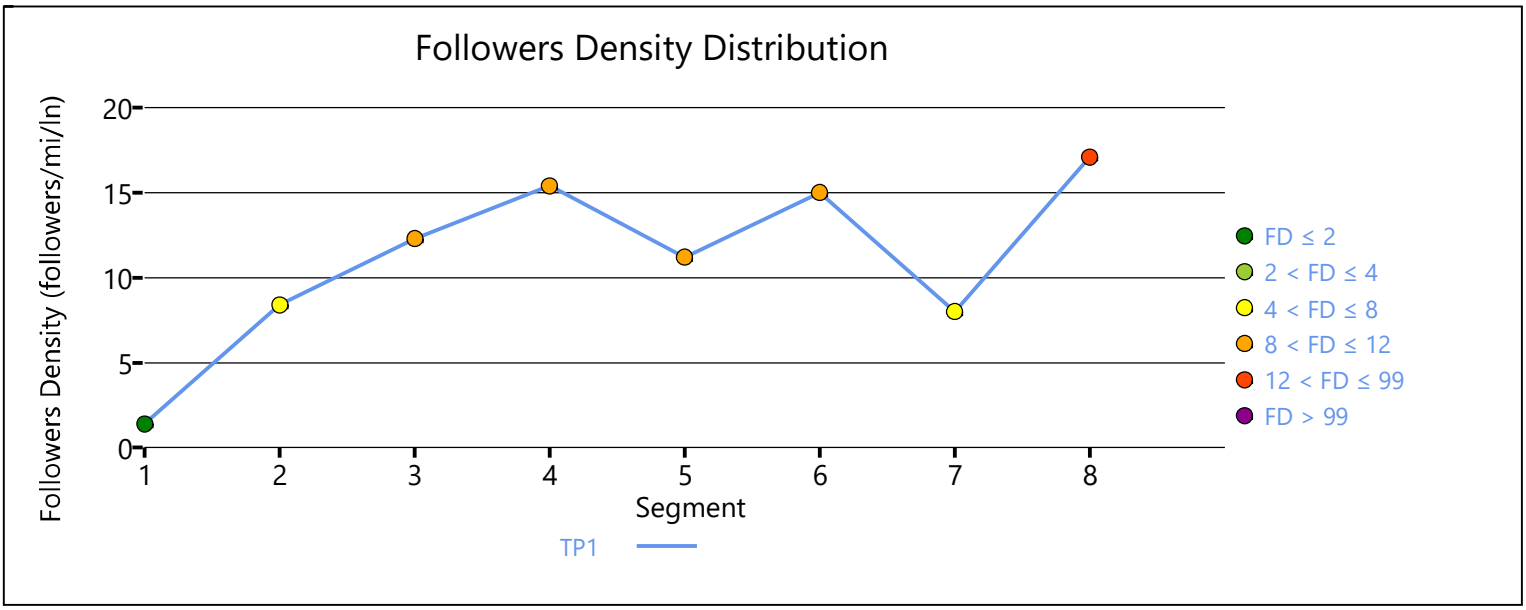
Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	74.7
Segment Travel Time, minutes	0.64	Follower Density, followers/mi/ln	17.1
Vehicle LOS	E		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	9.9	C





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	534	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	9.68639	Speed Power Coefficient	0.72295
PF Slope Coefficient	-1.50623	PF Power Coefficient	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.7

Vehicle Results

Average Speed, mi/h	39.7	Percent Followers, %	62.3
Segment Travel Time, minutes	0.72	Follower Density, followers/mi/ln	8.4
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	8.4	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	455	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	9.68639	Speed Power Coefficient	0.72295
PF Slope Coefficient	-1.50623	PF Power Coefficient	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	58.2
Segment Travel Time, minutes	0.71	Follower Density, followers/mi/ln	6.6
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	6.6	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	PM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	1111	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	672
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	15.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	PM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	1111	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	672
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	15.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	793	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44621	PF Power Coefficient	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	41.1

Vehicle Results

Average Speed, mi/h	41.1	Percent Followers, %	70.7
Segment Travel Time, minutes	0.63	Follower Density, followers/mi/ln	13.6
Vehicle LOS	D		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	386	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46280	PF Power Coefficient	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	42.2

Vehicle Results

Average Speed, mi/h	42.2	Percent Followers, %	54.9
Segment Travel Time, minutes	6.15	Follower Density, followers/mi/ln	5.0
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	671	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39471	PF Power Coefficient	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	65.3
Segment Travel Time, minutes	2.86	Follower Density, followers/mi/ln	10.6
Vehicle LOS	D		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	521	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42091	PF Power Coefficient	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.7

Vehicle Results			
Average Speed, mi/h	41.7	Percent Followers, %	60.1
Segment Travel Time, minutes	3.52	Follower Density, followers/mi/ln	7.5
Vehicle LOS	C		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	669	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	6.82776	Speed Power Coefficient	0.54312
PF Slope Coefficient	-1.51448	PF Power Coefficient	0.69302
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.0

Vehicle Results			
Average Speed, mi/h	40.0	Percent Followers, %	68.2
Segment Travel Time, minutes	0.76	Follower Density, followers/mi/ln	11.4

Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	700	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	9.20628	Speed Power Coefficient	0.71788
PF Slope Coefficient	-1.53118	PF Power Coefficient	0.69359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.6
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.6

Vehicle Results

Average Speed, mi/h	38.6	Percent Followers, %	69.7
Segment Travel Time, minutes	0.60	Follower Density, followers/mi/ln	12.6
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	527	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	10.59040	Speed Power Coefficient	0.57976
PF Slope Coefficient	-1.46422	PF Power Coefficient	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.2
Segment Travel Time, minutes	3.15	Follower Density, followers/mi/ln	8.4
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

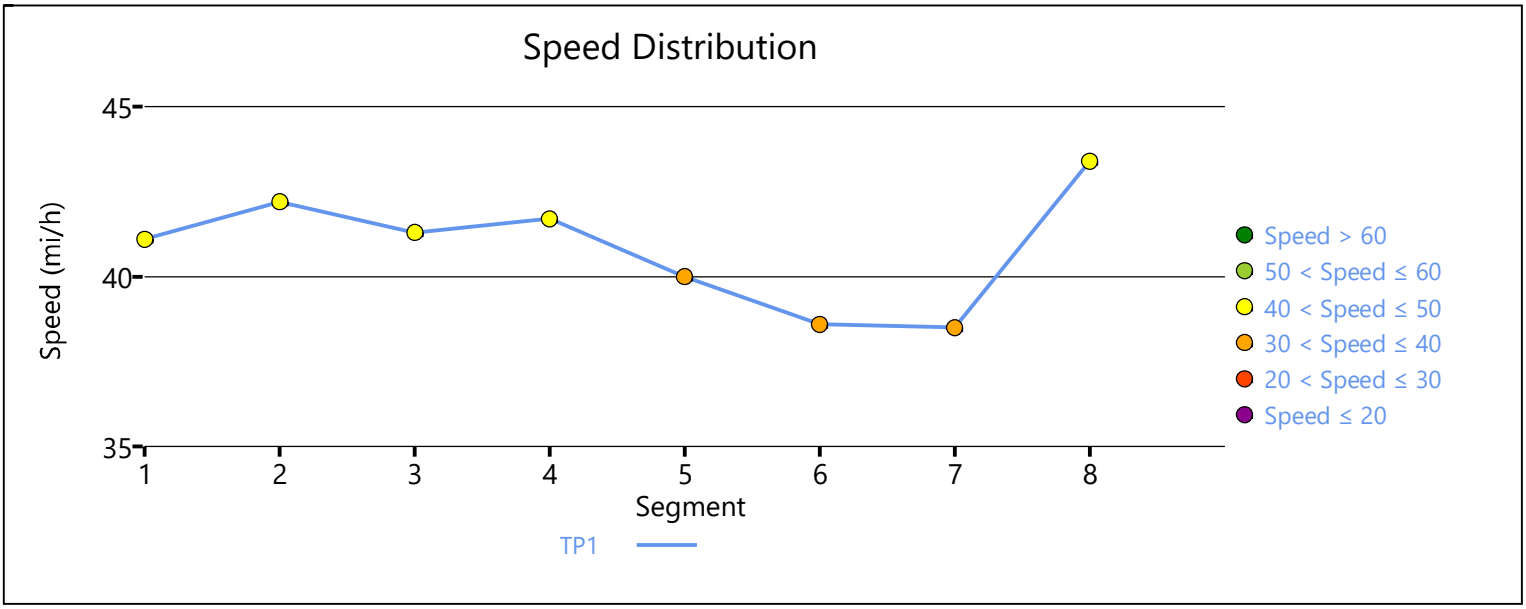
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.4

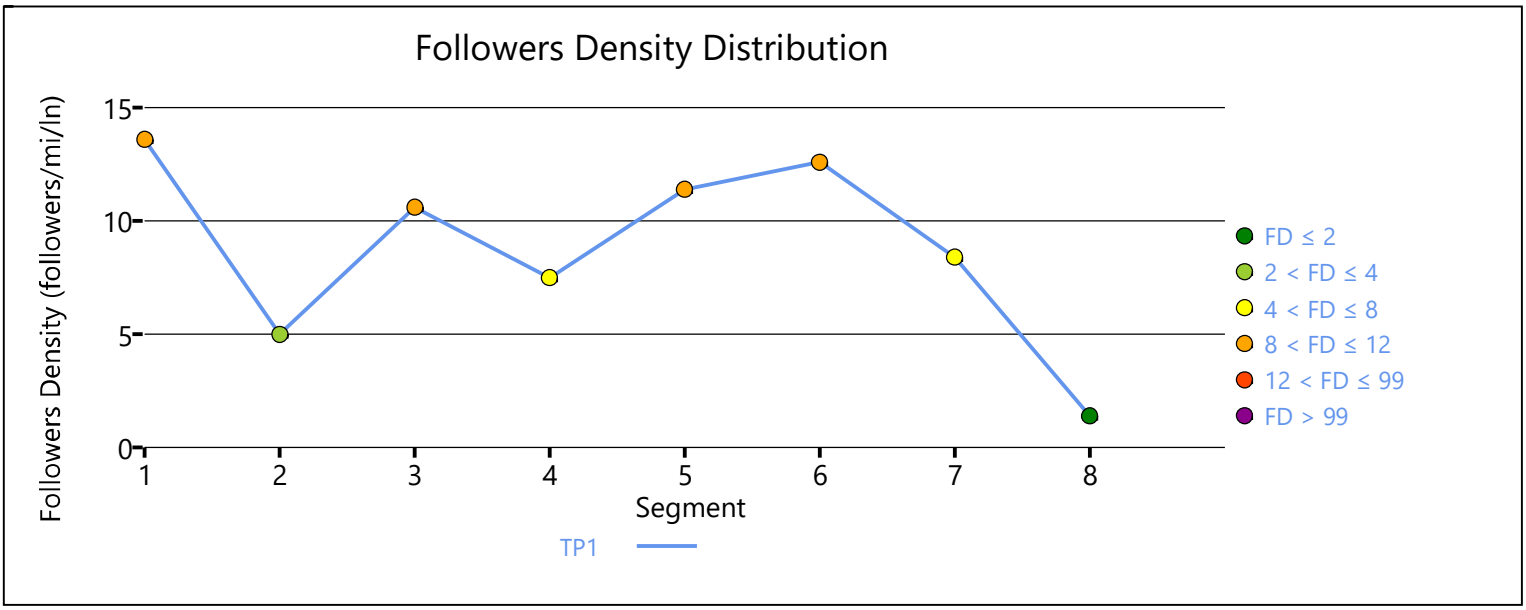
Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	33.7
Segment Travel Time, minutes	1.47	Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	7.3	C





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Period Analyzed	AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.4

Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	33.7
Segment Travel Time, minutes	1.47	Follower Density, followers/mi/ln	1.4
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	527	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	10.59040	Speed Power Coefficient	0.57976
PF Slope Coefficient	-1.46422	PF Power Coefficient	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.2
Segment Travel Time, minutes	3.15	Follower Density, followers/mi/ln	8.4
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	700	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	6.43455	Speed Power Coefficient	0.54077
PF Slope Coefficient	-1.55046	PF Power Coefficient	0.68928
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	40.1

Vehicle Results

Average Speed, mi/h	40.1	Percent Followers, %	70.3
Segment Travel Time, minutes	0.58	Follower Density, followers/mi/ln	12.3
Vehicle LOS	D		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	868	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.59538	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.43301	PF Power Coefficient	0.71185
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.9

Vehicle Results			
Average Speed, mi/h	40.9	Percent Followers, %	72.6
Segment Travel Time, minutes	0.74	Follower Density, followers/mi/ln	15.4
Vehicle LOS	E		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	691	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42091	PF Power Coefficient	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.2

Vehicle Results			
Average Speed, mi/h	41.2	Percent Followers, %	67.1
Segment Travel Time, minutes	3.57	Follower Density, followers/mi/ln	11.2

Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	855	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39471	PF Power Coefficient	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	71.4
Segment Travel Time, minutes	2.89	Follower Density, followers/mi/ln	15.0
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	534	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46280	PF Power Coefficient	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	62.4
Segment Travel Time, minutes	6.22	Follower Density, followers/mi/ln	8.0
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	931	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44621	PF Power Coefficient	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

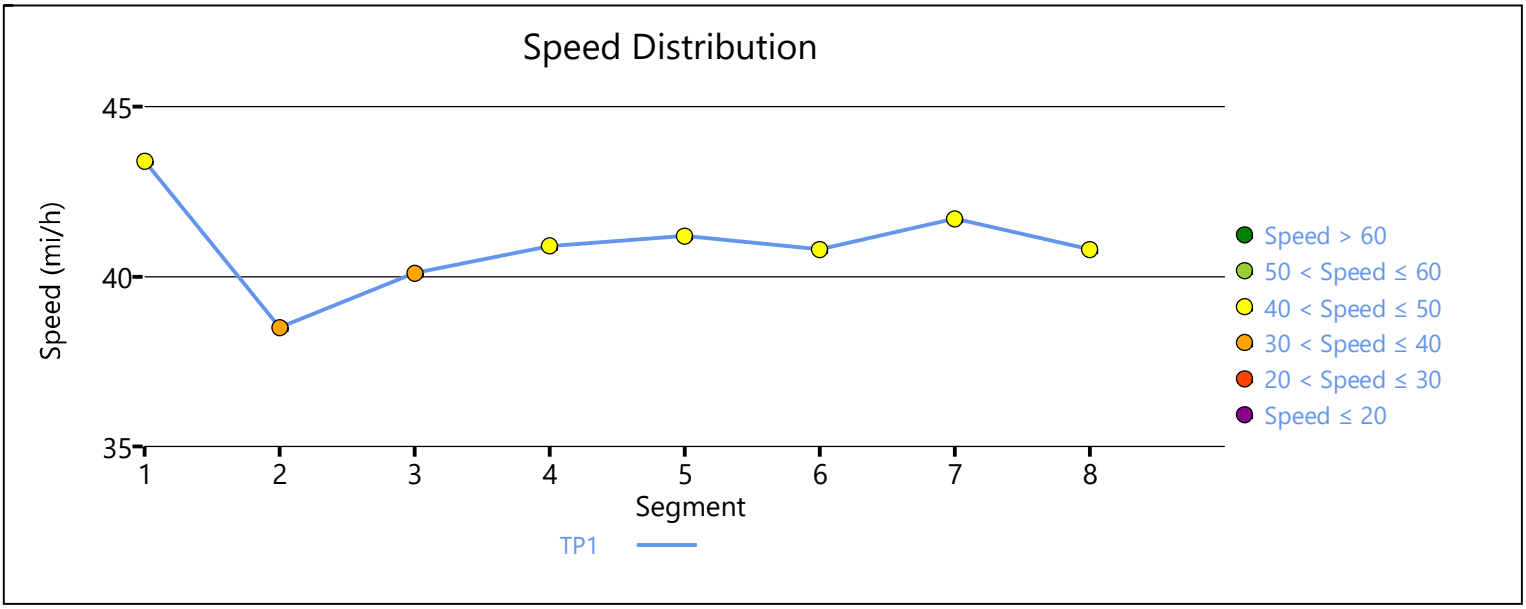
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.8

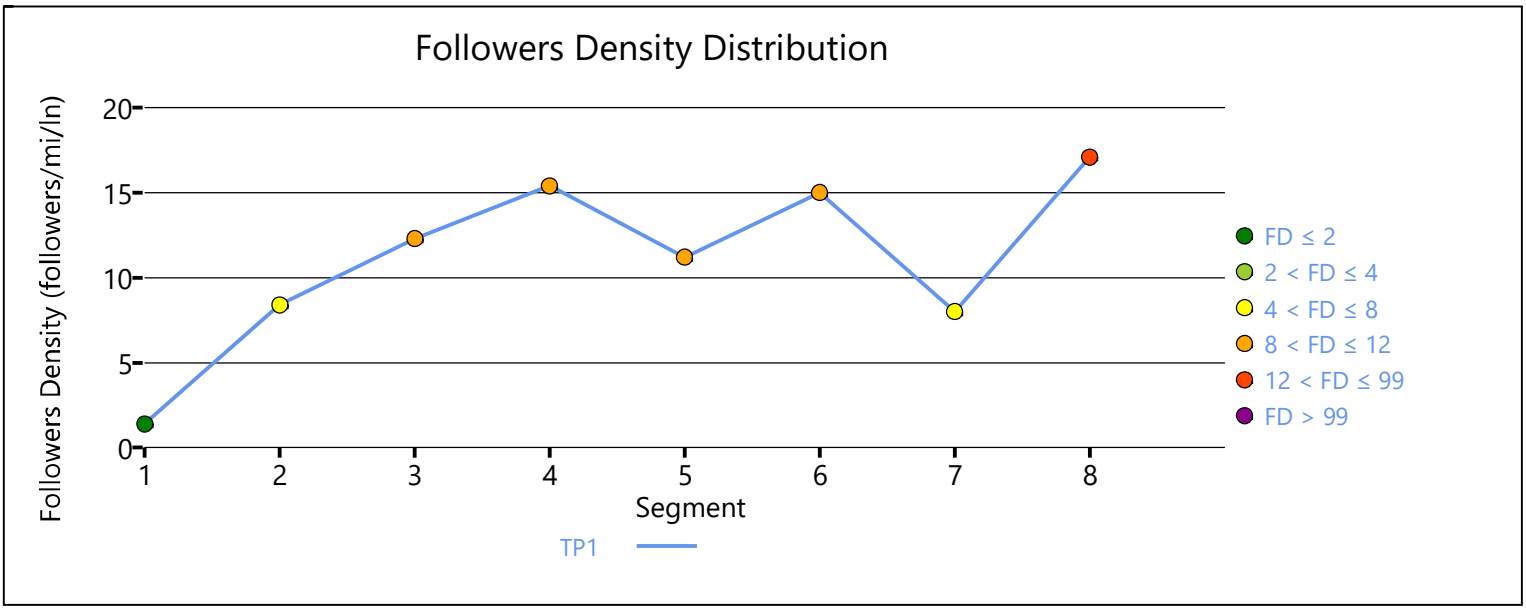
Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	74.7
Segment Travel Time, minutes	0.64	Follower Density, followers/mi/ln	17.1
Vehicle LOS	E		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	9.9	C





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	566	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.43778	Speed Power Coefficient	0.74808
PF Slope Coefficient	-1.49499	PF Power Coefficient	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.3
Segment Travel Time, minutes	0.74	Follower Density, followers/mi/ln	9.3
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	9.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	482	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.43778	Speed Power Coefficient	0.74808
PF Slope Coefficient	-1.49499	PF Power Coefficient	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.4

Vehicle Results

Average Speed, mi/h	39.4	Percent Followers, %	59.2
Segment Travel Time, minutes	0.73	Follower Density, followers/mi/ln	7.2
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	7.2	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	936	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	604
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	936	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	604
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	996	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.59

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44569	PF Power Coefficient	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	76.3
Segment Travel Time, minutes	0.64	Follower Density, followers/mi/ln	18.7
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	487	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46226	PF Power Coefficient	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.8

Vehicle Results

Average Speed, mi/h	41.8	Percent Followers, %	60.3
Segment Travel Time, minutes	6.20	Follower Density, followers/mi/ln	7.0
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	949	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39421	PF Power Coefficient	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	73.9
Segment Travel Time, minutes	2.91	Follower Density, followers/mi/ln	17.3
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	656	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42039	PF Power Coefficient	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.3

Vehicle Results			
Average Speed, mi/h	41.3	Percent Followers, %	65.8
Segment Travel Time, minutes	3.56	Follower Density, followers/mi/ln	10.4
Vehicle LOS	D		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	949	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	7.59963	Speed Power Coefficient	0.55119
PF Slope Coefficient	-1.51021	PF Power Coefficient	0.69552
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	38.1

Vehicle Results			
Average Speed, mi/h	38.1	Percent Followers, %	76.7
Segment Travel Time, minutes	0.80	Follower Density, followers/mi/ln	19.1

Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	10.95767	Speed Power Coefficient	0.74301
PF Slope Coefficient	-1.51968	PF Power Coefficient	0.69875
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	35.9

Vehicle Results

Average Speed, mi/h	35.9	Percent Followers, %	75.0
Segment Travel Time, minutes	0.65	Follower Density, followers/mi/ln	18.3
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	830	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.26636	Speed Power Coefficient	0.58539
PF Slope Coefficient	-1.46012	PF Power Coefficient	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	35.6

Vehicle Results

Average Speed, mi/h	35.6	Percent Followers, %	72.4
Segment Travel Time, minutes	3.40	Follower Density, followers/mi/ln	16.9
Vehicle LOS	E		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

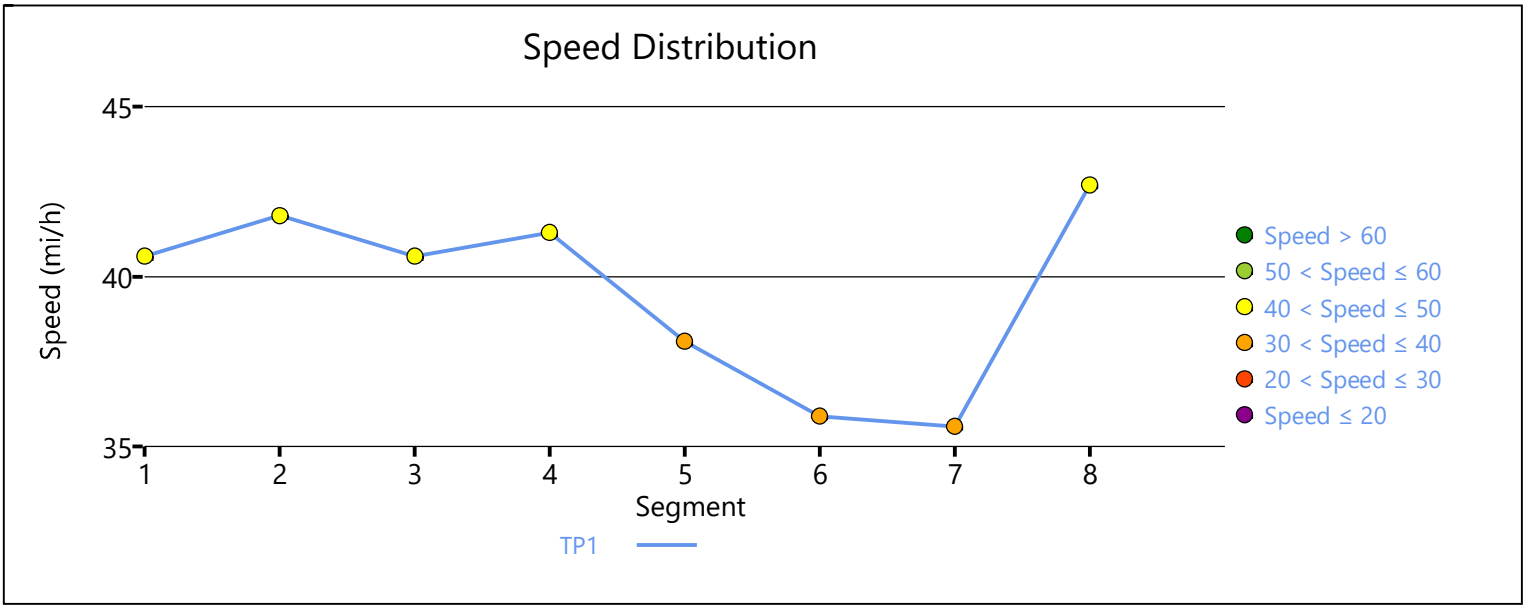
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.7

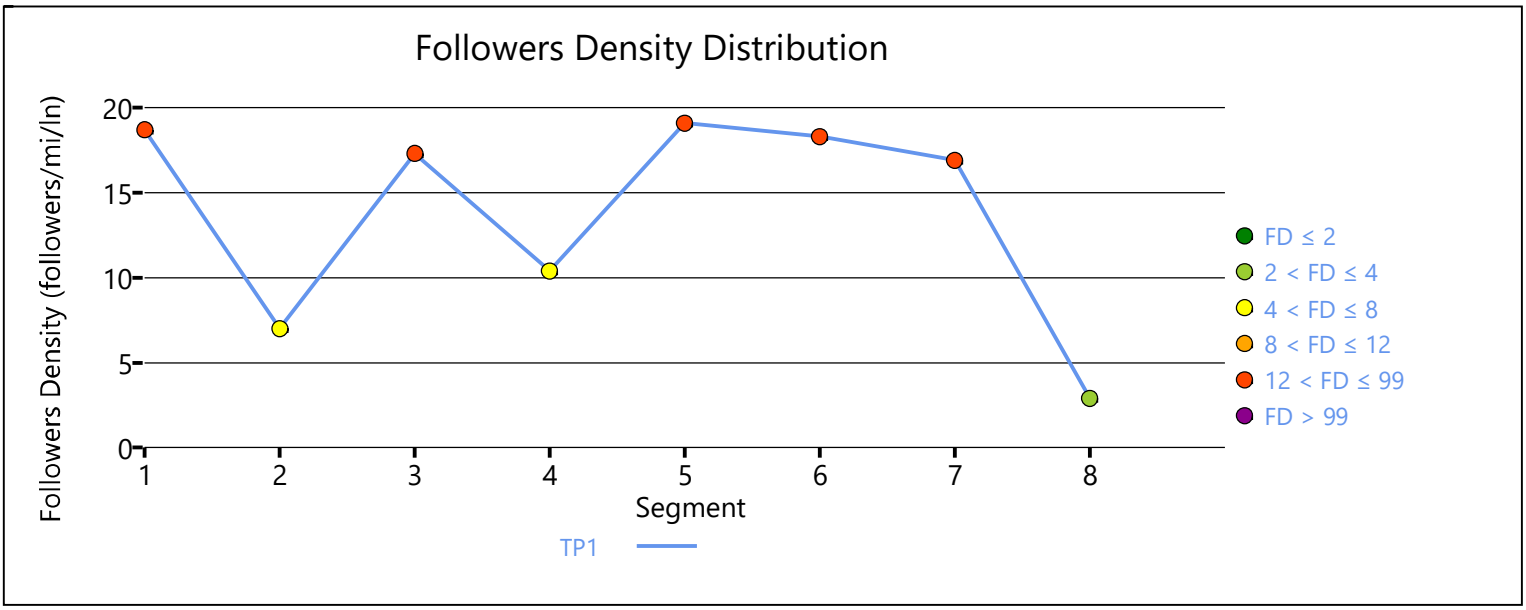
Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	43.2
Segment Travel Time, minutes	1.49	Follower Density, followers/mi/ln	2.9
Vehicle LOS	B		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	11.6	D





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.7

Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	43.2
Segment Travel Time, minutes	1.49	Follower Density, followers/mi/ln	2.9
Vehicle LOS	B		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	830	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.26636	Speed Power Coefficient	0.58539
PF Slope Coefficient	-1.46012	PF Power Coefficient	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	35.6

Vehicle Results

Average Speed, mi/h	35.6	Percent Followers, %	72.4
Segment Travel Time, minutes	3.40	Follower Density, followers/mi/ln	16.9
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	7.20642	Speed Power Coefficient	0.54884
PF Slope Coefficient	-1.54606	PF Power Coefficient	0.69173
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.7

Vehicle Results

Average Speed, mi/h	38.7	Percent Followers, %	75.6
Segment Travel Time, minutes	0.60	Follower Density, followers/mi/ln	17.1
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	1094	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.59538	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.43249	PF Power Coefficient	0.71239
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.4

Vehicle Results			
Average Speed, mi/h	40.4	Percent Followers, %	78.3
Segment Travel Time, minutes	0.75	Follower Density, followers/mi/ln	21.2
Vehicle LOS	E		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	870	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42039	PF Power Coefficient	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.8

Vehicle Results			
Average Speed, mi/h	40.8	Percent Followers, %	72.6
Segment Travel Time, minutes	3.61	Follower Density, followers/mi/ln	15.5

Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1072	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39421	PF Power Coefficient	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	76.8
Segment Travel Time, minutes	2.93	Follower Density, followers/mi/ln	20.4
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	672	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46226	PF Power Coefficient	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	67.8
Segment Travel Time, minutes	6.29	Follower Density, followers/mi/ln	11.0
Vehicle LOS	D		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1169	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44569	PF Power Coefficient	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	23.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

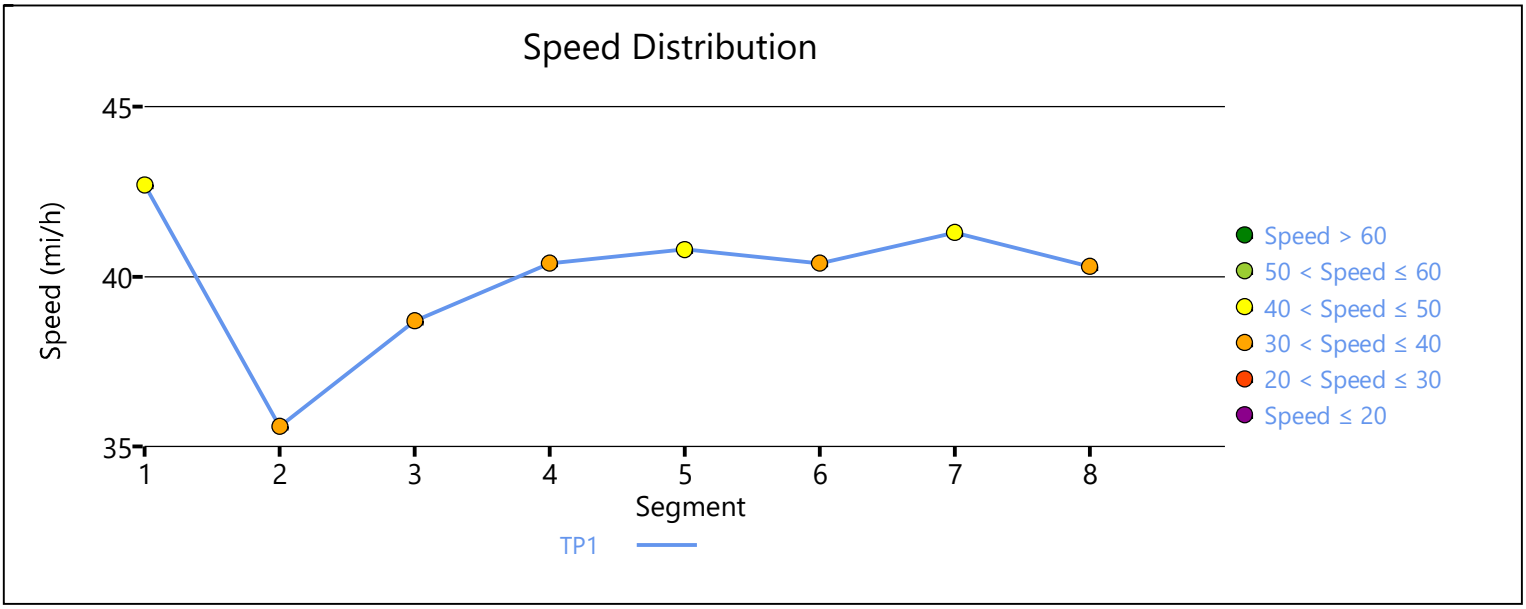
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.3

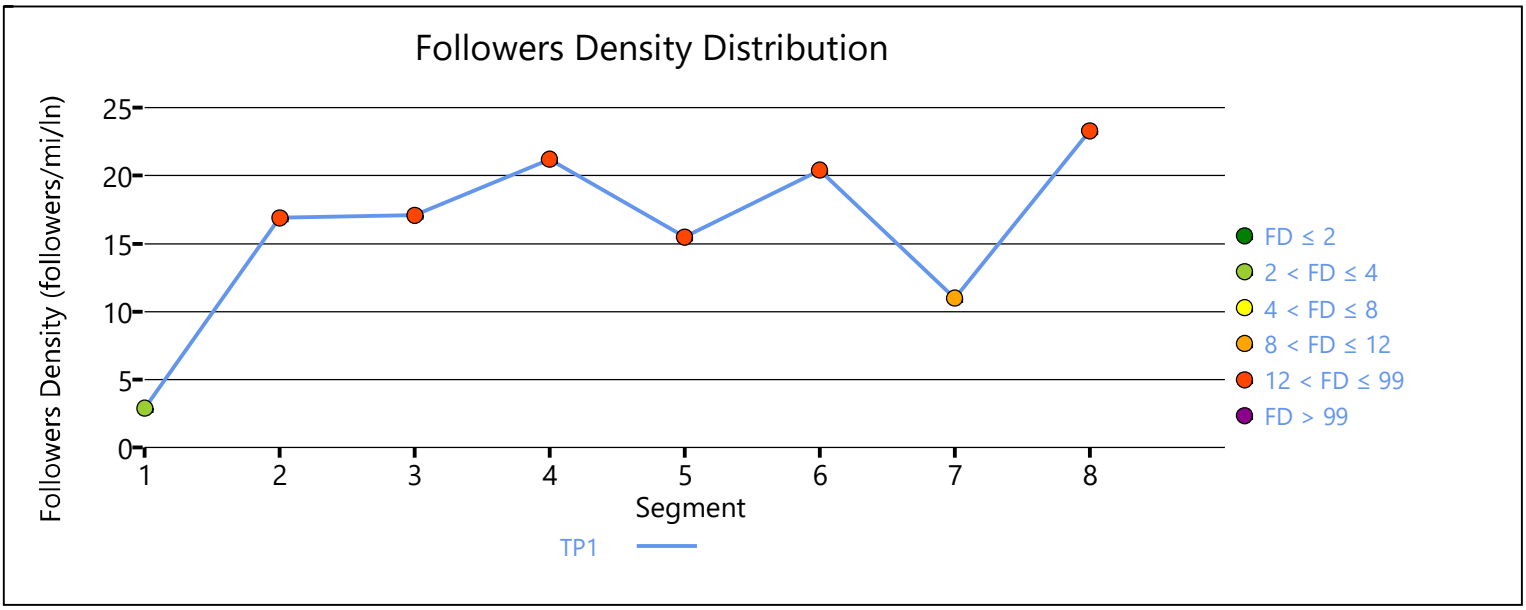
Vehicle Results

Average Speed, mi/h	40.3	Percent Followers, %	80.1
Segment Travel Time, minutes	0.64	Follower Density, followers/mi/ln	23.3
Vehicle LOS	E		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	14.5	D





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	566	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.43778	Speed Power Coefficient	0.74808
PF Slope Coefficient	-1.49499	PF Power Coefficient	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.3
Segment Travel Time, minutes	0.74	Follower Density, followers/mi/ln	9.3
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	9.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	482	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.43778	Speed Power Coefficient	0.74808
PF Slope Coefficient	-1.49499	PF Power Coefficient	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.4

Vehicle Results

Average Speed, mi/h	39.4	Percent Followers, %	59.2
Segment Travel Time, minutes	0.73	Follower Density, followers/mi/ln	7.2
Vehicle LOS	C		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	7.2	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume(V) veh/h	936	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	604
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	-	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	45.0	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume(V) veh/h	1099	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	710
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	996	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.59

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44569	PF Power Coefficient	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.7
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	76.3
Segment Travel Time, minutes	0.64	Follower Density, followers/mi/ln	18.7
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	487	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46226	PF Power Coefficient	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.8

Vehicle Results

Average Speed, mi/h	41.8	Percent Followers, %	60.3
Segment Travel Time, minutes	6.20	Follower Density, followers/mi/ln	7.0
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	949	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39421	PF Power Coefficient	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	73.9
Segment Travel Time, minutes	2.91	Follower Density, followers/mi/ln	17.3
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	656	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42039	PF Power Coefficient	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.3

Vehicle Results			
Average Speed, mi/h	41.3	Percent Followers, %	65.8
Segment Travel Time, minutes	3.56	Follower Density, followers/mi/ln	10.4
Vehicle LOS	D		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	949	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results			
Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	7.59963	Speed Power Coefficient	0.55119
PF Slope Coefficient	-1.51021	PF Power Coefficient	0.69552
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	38.1

Vehicle Results			
Average Speed, mi/h	38.1	Percent Followers, %	76.7
Segment Travel Time, minutes	0.80	Follower Density, followers/mi/ln	19.1

Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	10.95767	Speed Power Coefficient	0.74301
PF Slope Coefficient	-1.51968	PF Power Coefficient	0.69875
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	35.9

Vehicle Results

Average Speed, mi/h	35.9	Percent Followers, %	75.0
Segment Travel Time, minutes	0.65	Follower Density, followers/mi/ln	18.3
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	830	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.26636	Speed Power Coefficient	0.58539
PF Slope Coefficient	-1.46012	PF Power Coefficient	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	35.6

Vehicle Results

Average Speed, mi/h	35.6	Percent Followers, %	72.4
Segment Travel Time, minutes	3.40	Follower Density, followers/mi/ln	16.9
Vehicle LOS	E		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

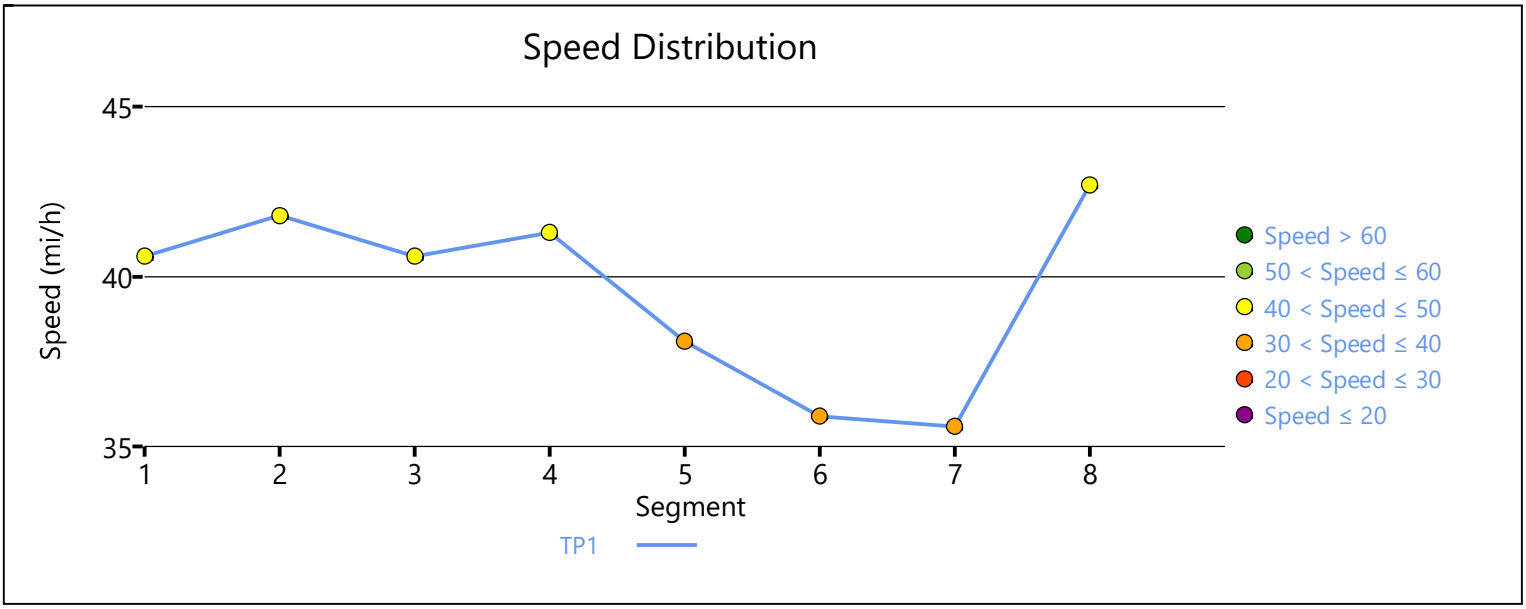
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.7

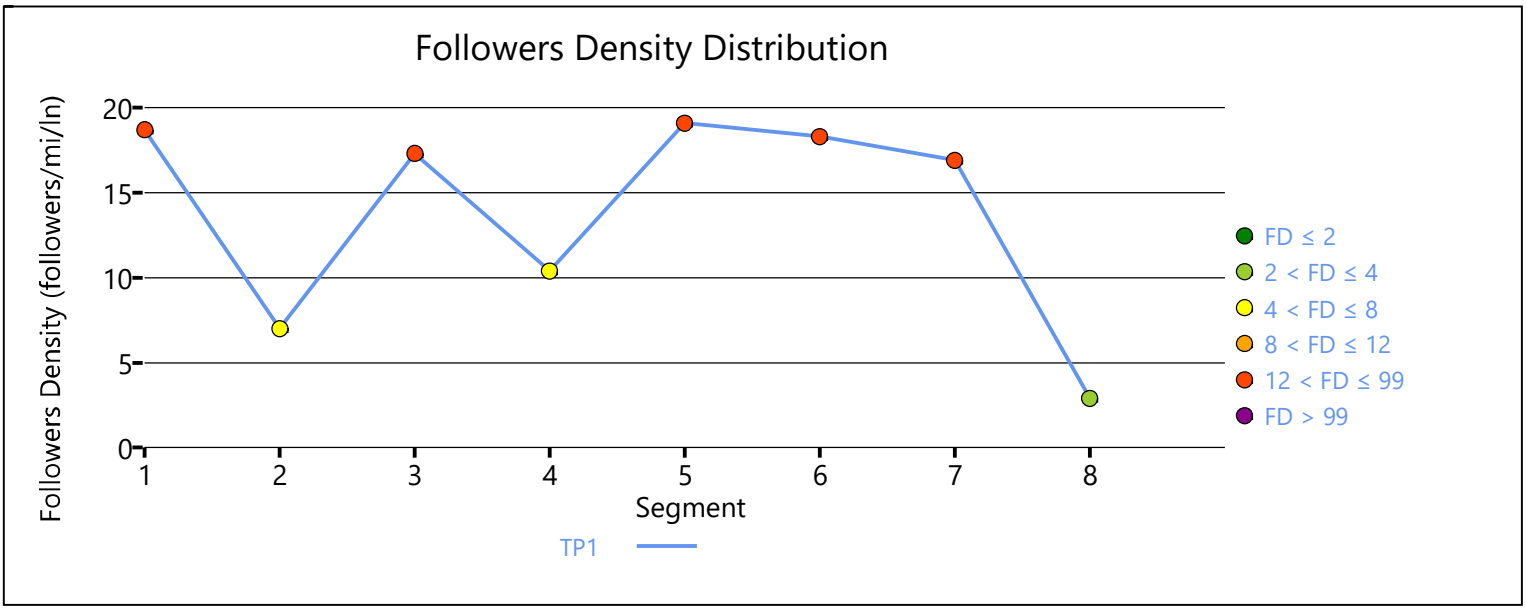
Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	43.2
Segment Travel Time, minutes	1.49	Follower Density, followers/mi/ln	2.9
Vehicle LOS	B		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	11.6	D





Copyright © 2022 University of Florida. All Rights Reserved.

HCS7 Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Period Analyzed	2045 No-Build AM Peak
Project Description	KY 44 Programming Study	Unit	United States Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.62824	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.38485	PF Power Coefficient	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.7

Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	43.2
Segment Travel Time, minutes	1.49	Follower Density, followers/mi/ln	2.9
Vehicle LOS	B		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	830	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	11.26636	Speed Power Coefficient	0.58539
PF Slope Coefficient	-1.46012	PF Power Coefficient	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.9
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	35.6

Vehicle Results

Average Speed, mi/h	35.6	Percent Followers, %	72.4
Segment Travel Time, minutes	3.40	Follower Density, followers/mi/ln	16.9
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	7.20642	Speed Power Coefficient	0.54884
PF Slope Coefficient	-1.54606	PF Power Coefficient	0.69173
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.1
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.7

Vehicle Results

Average Speed, mi/h	38.7	Percent Followers, %	75.6
Segment Travel Time, minutes	0.60	Follower Density, followers/mi/ln	17.1
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	1094	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.59538	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.43249	PF Power Coefficient	0.71239
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.2
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.4

Vehicle Results			
Average Speed, mi/h	40.4	Percent Followers, %	78.3
Segment Travel Time, minutes	0.75	Follower Density, followers/mi/ln	21.2
Vehicle LOS	E		

Segment 5

Vehicle Inputs			
Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity			
Directional Demand Flow Rate, veh/h	870	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results			
Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.68339	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.42039	PF Power Coefficient	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.5
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data					
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.8

Vehicle Results			
Average Speed, mi/h	40.8	Percent Followers, %	72.6
Segment Travel Time, minutes	3.61	Follower Density, followers/mi/ln	15.5

Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1072	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.66669	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.39421	PF Power Coefficient	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.4
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	76.8
Segment Travel Time, minutes	2.93	Follower Density, followers/mi/ln	20.4
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	672	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.70050	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.46226	PF Power Coefficient	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	67.8
Segment Travel Time, minutes	6.29	Follower Density, followers/mi/ln	11.0
Vehicle LOS	D		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1169	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient	4.58996	Speed Power Coefficient	0.41674
PF Slope Coefficient	-1.44569	PF Power Coefficient	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	23.3
%Improved % Followers	0.0	% Improved Avg Speed	0.0

Subsegment Data

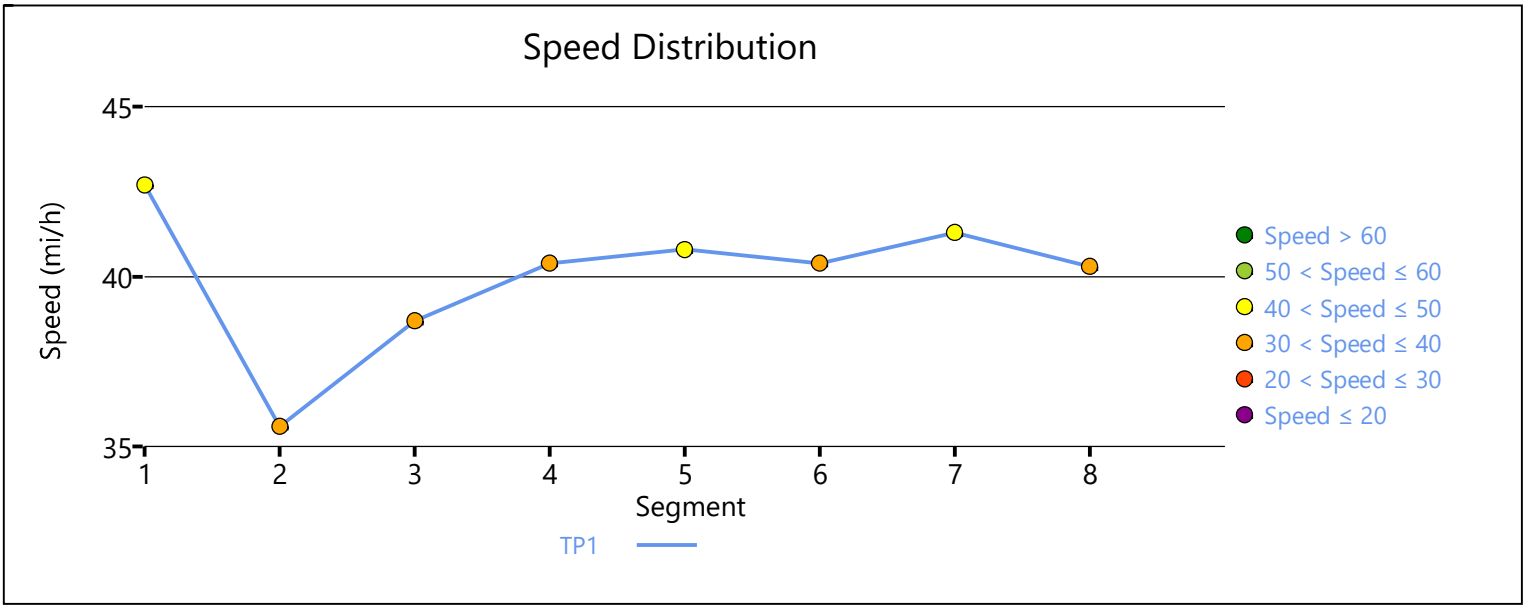
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.3

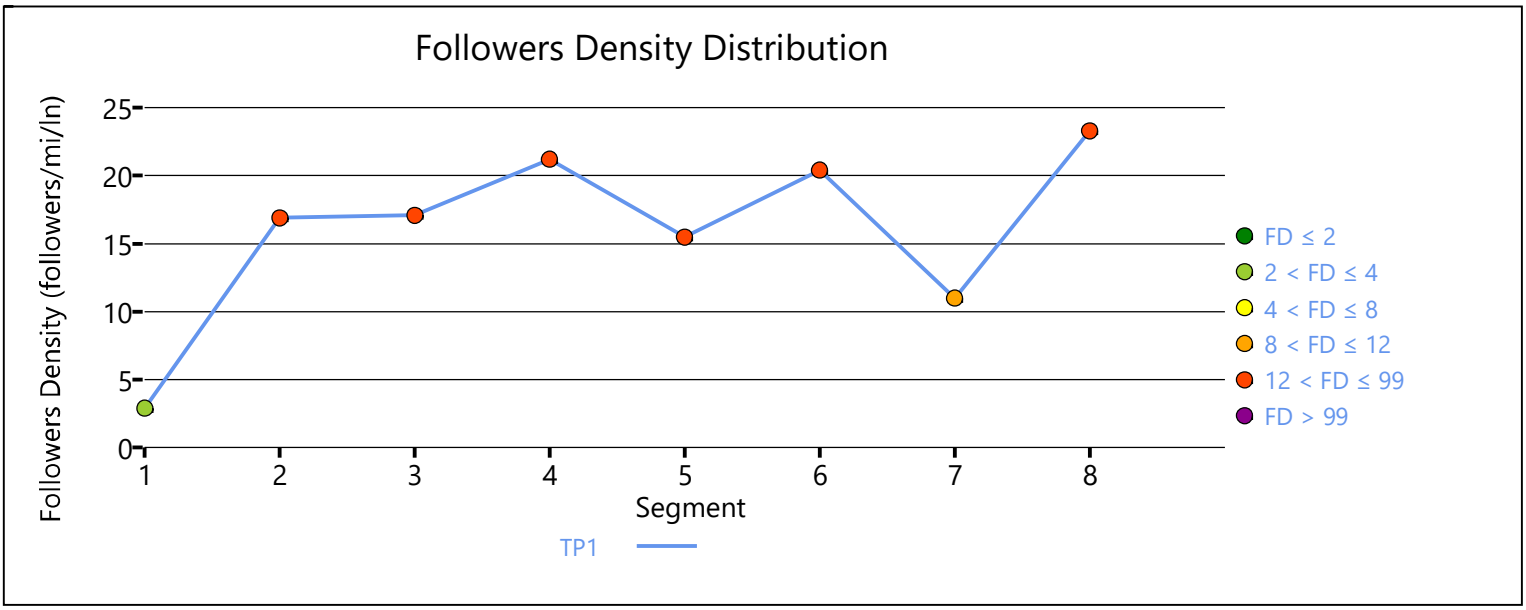
Vehicle Results

Average Speed, mi/h	40.3	Percent Followers, %	80.1
Segment Travel Time, minutes	0.64	Follower Density, followers/mi/ln	23.3
Vehicle LOS	E		

Facility Results

T	Follower Density, followers/mi/ln	LOS
1	14.5	D





Copyright © 2022 University of Florida. All Rights Reserved.

Build Option 1
2045 AM

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	1- 2045 EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	566	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.3
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/mi/ln	9.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.24	9.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	1- 2045 WB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	482	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.4

Vehicle Results

Average Speed, mi/h	39.4	Percent Followers, %	59.2
Segment Travel Time, minutes	0.73	Follower Density (FD), followers/mi/ln	7.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.17	7.2	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	2- 2045 Build EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	532	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	344
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	453	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	292
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.15

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	6.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	283	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	3- 2045 Build EB+WB I-65 NB-WB Melwood	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1175	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	758
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	17.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1380	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	891
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	20.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	625	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	4- 2045 Build EB+WB Melwood-KY 1526	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	575	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	371
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.6
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	795	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	513
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	10.5
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	306	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	5- 2045 Build EB+WB KY1526-KY 2706	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	994	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	642
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1266	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	817
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	529	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	6- 2045 Build EB+WB KY 2706-KY 2674	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	994	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	642
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1266	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	817
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	529	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	7- 2045 Build EB+WB KY 2674-US 31EX	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	992	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	640
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1288	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	832
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	17.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	528	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	8- 2045 Build EB+WB US 31EX-US 31E	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1035	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	668
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1035	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	668
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	551	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	9- 2045 Build EB+WB US 31E-Love Ave	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	588
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	588
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	464	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	10 - 2045 EB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	929	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	35.8

Vehicle Results

Average Speed, mi/h	35.8	Percent Followers, %	74.3
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/mi/ln	19.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	311	1.77	19.3	E

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	10- 2045 WB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	929	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	35.8

Vehicle Results

Average Speed, mi/h	35.8	Percent Followers, %	74.3
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/mi/ln	19.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	311	1.77	19.3	E

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	11- 2045 WB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	322	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	45.9
Segment Travel Time, minutes	1.50	Follower Density (FD), followers/mi/ln	3.5
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	80	0.10	3.5	B

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	11- 2045 EB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	322	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	45.9
Segment Travel Time, minutes	1.50	Follower Density (FD), followers/mi/ln	3.5
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	80	0.10	3.5	B

Copyright © 2022 University of Florida. All Rights Reserved.

Build Option 1
2045 PM

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	1-2045 WB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	617	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.0

Vehicle Results

Average Speed, mi/h	38.0	Percent Followers, %	65.6
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	10.6
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	69	0.28	10.6	D

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	1-2045 EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	569	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.5
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	9.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.24	9.4	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	2-2045 Build EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	535	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	346
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	580	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	374
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.20

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	8.5
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	285	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	3-2045 Build EB+WB I-65 NB-WB Melwood	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1755	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1133
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	25.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1271	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	820
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	18.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	934	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	4-2045 Build EB+WB Melwood-KY 1526	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	891	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	575
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	11.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	619	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	400
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	8.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	474	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	5-2045 Build EB+WB KY1526-KY 2706	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1501	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	969
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	19.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1064	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	687
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	14.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	798	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	6-2045 Build EB+WB KY 2706-KY 2674	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1501	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	969
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	19.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1064	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	687
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	14.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	798	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	7-2045 Build EB+WB KY 2674-US 31EX	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1773	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1144
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	23.4
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1252	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	808
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.6
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	943	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	8-2045 Build EB+WB US 31EX-US 31E	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	689	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	445
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	9.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1607	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1038
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	21.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	366	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	9-2045 Build EB+WB US 31E-Love Ave	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	524	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	353
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.18

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1222	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	823
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	279	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	10-2045 EB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	557	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.4
Segment Travel Time, minutes	2.22	Follower Density (FD), followers/mi/ln	8.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	187	0.70	8.9	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	10-2045 WB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1300	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.76

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	31.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	33.6

Vehicle Results

Average Speed, mi/h	33.6	Percent Followers, %	82.1
Segment Travel Time, minutes	2.54	Follower Density (FD), followers/mi/ln	31.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	435	3.26	31.7	E

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	11-2045 Build EB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	245	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.9

Vehicle Results

Average Speed, mi/h	42.9	Percent Followers, %	39.6
Segment Travel Time, minutes	1.48	Follower Density (FD), followers/mi/ln	2.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	61	0.07	2.3	A

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	11-2045 WB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	570	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	60.4
Segment Travel Time, minutes	1.53	Follower Density (FD), followers/mi/ln	8.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	142	0.26	8.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

Options 2 ,3, 4
2045 AM

The results of Options 2,3, and 4 are similar to Build Option 1 except for the following segments:

•Option 2: two-lane highway from Hoot Owl Camp Road to Fisher
•Option 3: two-lane highway from Hoot Owl Camp Road to KY 1526 + KY 2674 (Stringer Road) to US 31
•Option 4: two-lane highway from Hoot Owl Camp Road to Fisher + KY 2674 (Stringer Road) to US 31
•Option 3,4: multilane highway from Love Ave to Winning Colors Dr

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	KY 44 Programming Study	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	612	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.4

Vehicle Results

Average Speed, mi/h	41.4	Percent Followers, %	65.6
Segment Travel Time, minutes	6.26	Follower Density (FD), followers/mi/ln	9.7
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1057	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	76.5
Segment Travel Time, minutes	2.92	Follower Density (FD), followers/mi/ln	20.0
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1057	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	77.1
Segment Travel Time, minutes	3.64	Follower Density (FD), followers/mi/ln	20.2
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1055	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.62

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	7.59963	Speed Power Coefficient (p)	0.55119
PF Slope Coefficient (m)	-1.51021	PF Power Coefficient (p)	0.69552
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	37.6

Vehicle Results

Average Speed, mi/h	37.6	Percent Followers, %	79.2
Segment Travel Time, minutes	0.81	Follower Density (FD), followers/mi/ln	22.2
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1101	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.65

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.95767	Speed Power Coefficient (p)	0.74301
PF Slope Coefficient (m)	-1.51968	PF Power Coefficient (p)	0.69875
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	26.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	34.0

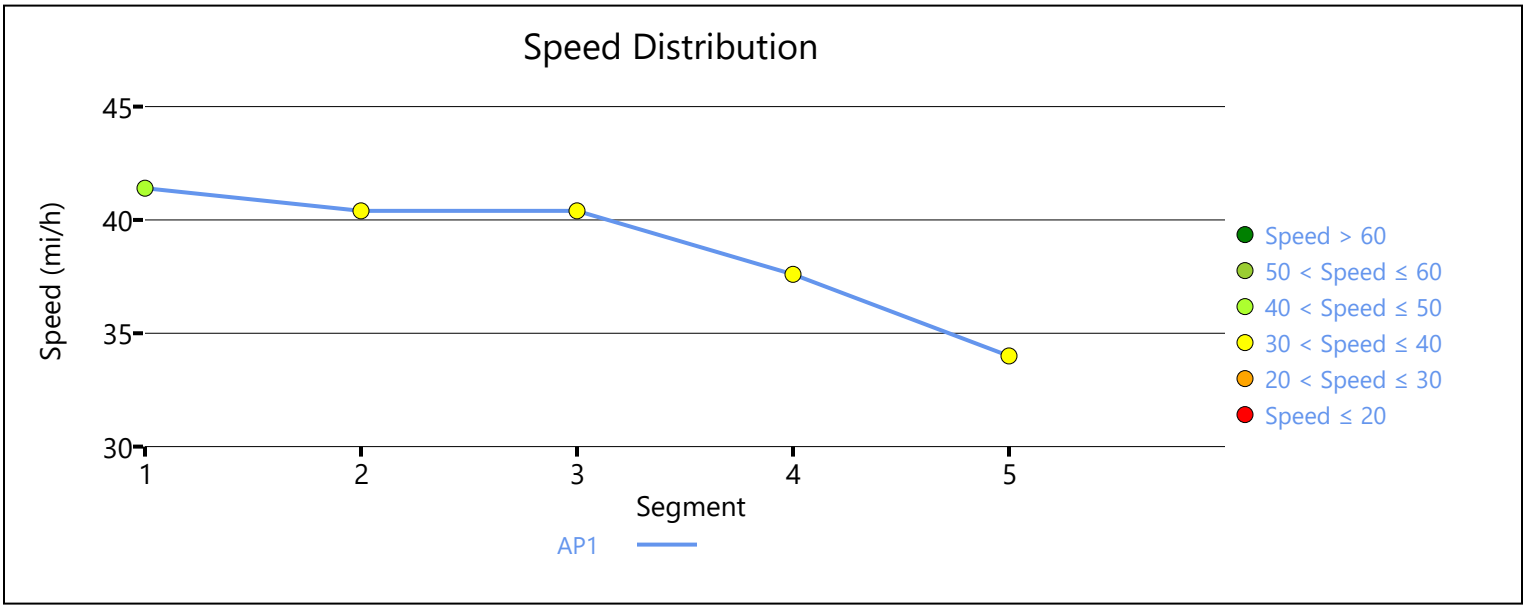
Vehicle Results

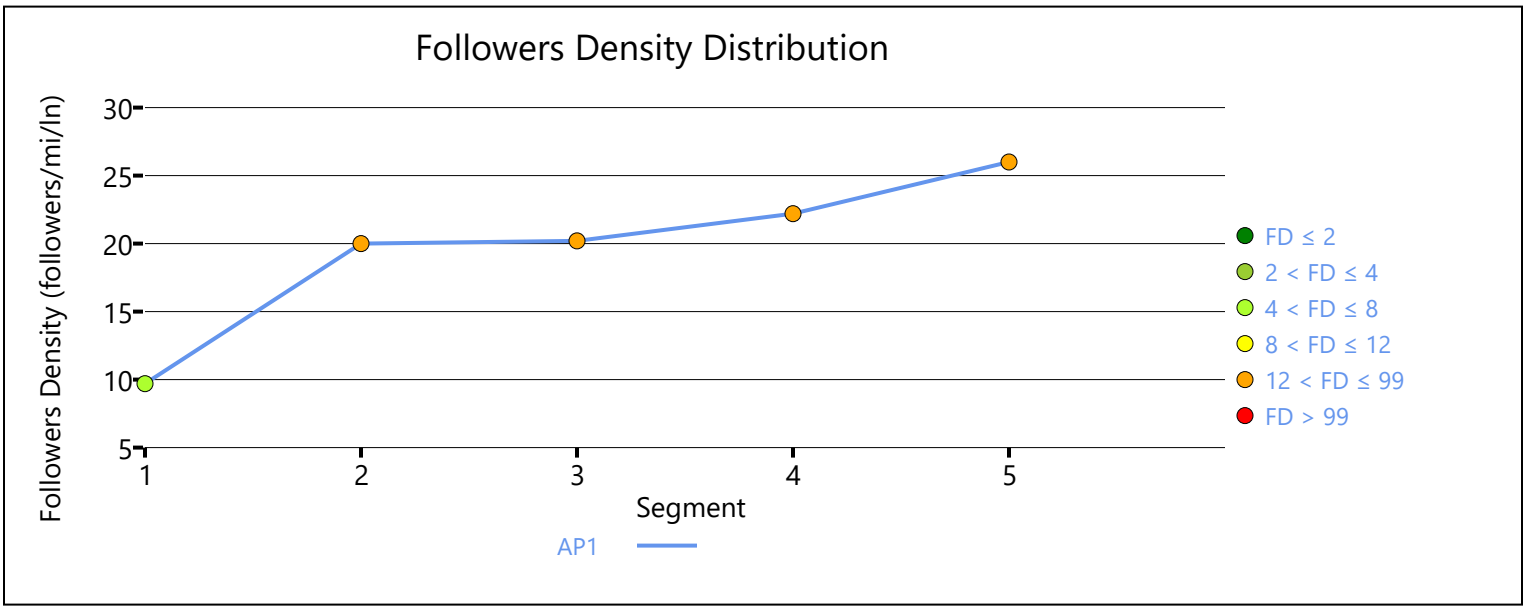
Average Speed, mi/h	34.0	Percent Followers, %	80.3
Segment Travel Time, minutes	0.69	Follower Density (FD), followers/mi/ln	26.0

Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1946	5.23	15.8	E





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	KY 44 Programming Study	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1035
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1101	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.65

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.57372	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.49536	PF Power Coefficient (p)	0.69710
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	79.8
Segment Travel Time, minutes	0.29	Follower Density (FD), followers/mi/ln	21.7
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1370	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.81

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.59538	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43249	PF Power Coefficient (p)	0.71239
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	28.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	39.9

Vehicle Results

Average Speed, mi/h	39.9	Percent Followers, %	83.4
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	28.6
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1347	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.79

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	27.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	39.9

Vehicle Results

Average Speed, mi/h	39.9	Percent Followers, %	82.3
Segment Travel Time, minutes	3.69	Follower Density (FD), followers/mi/ln	27.8
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1347	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.79

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	27.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	39.9

Vehicle Results

Average Speed, mi/h	39.9	Percent Followers, %	82.0
Segment Travel Time, minutes	2.96	Follower Density (FD), followers/mi/ln	27.7
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	846	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	40.8

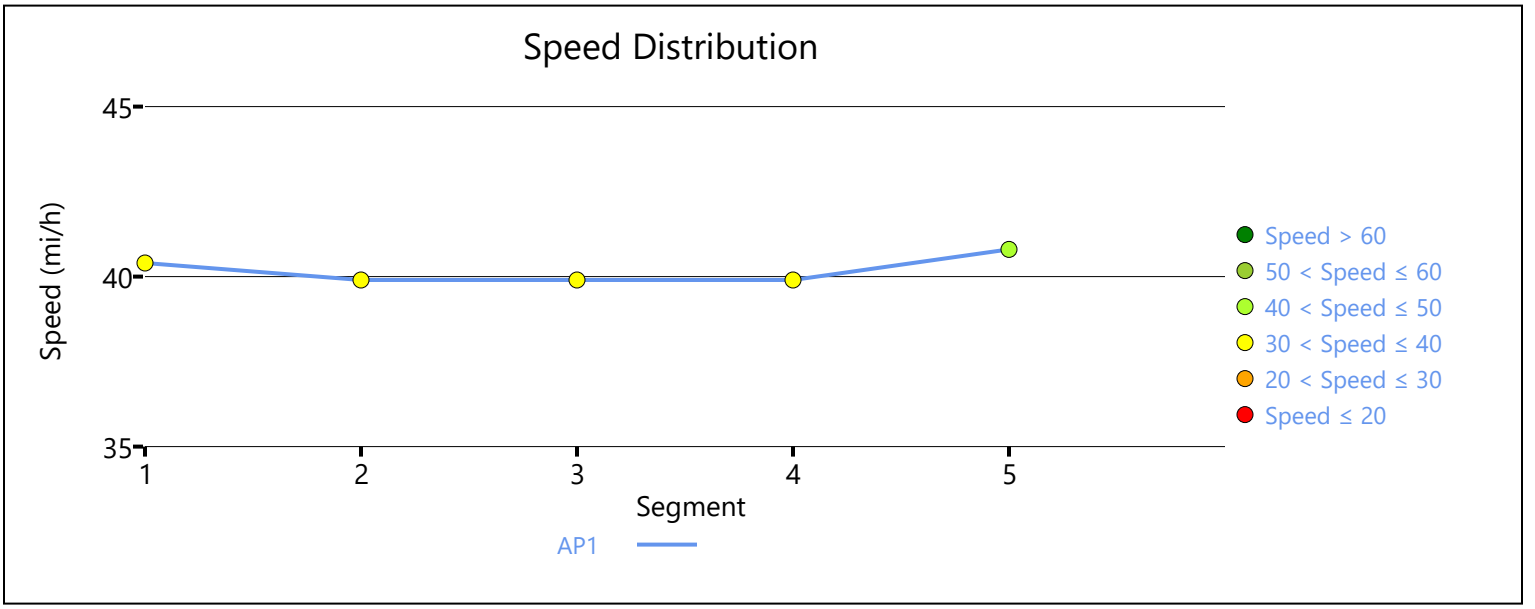
Vehicle Results

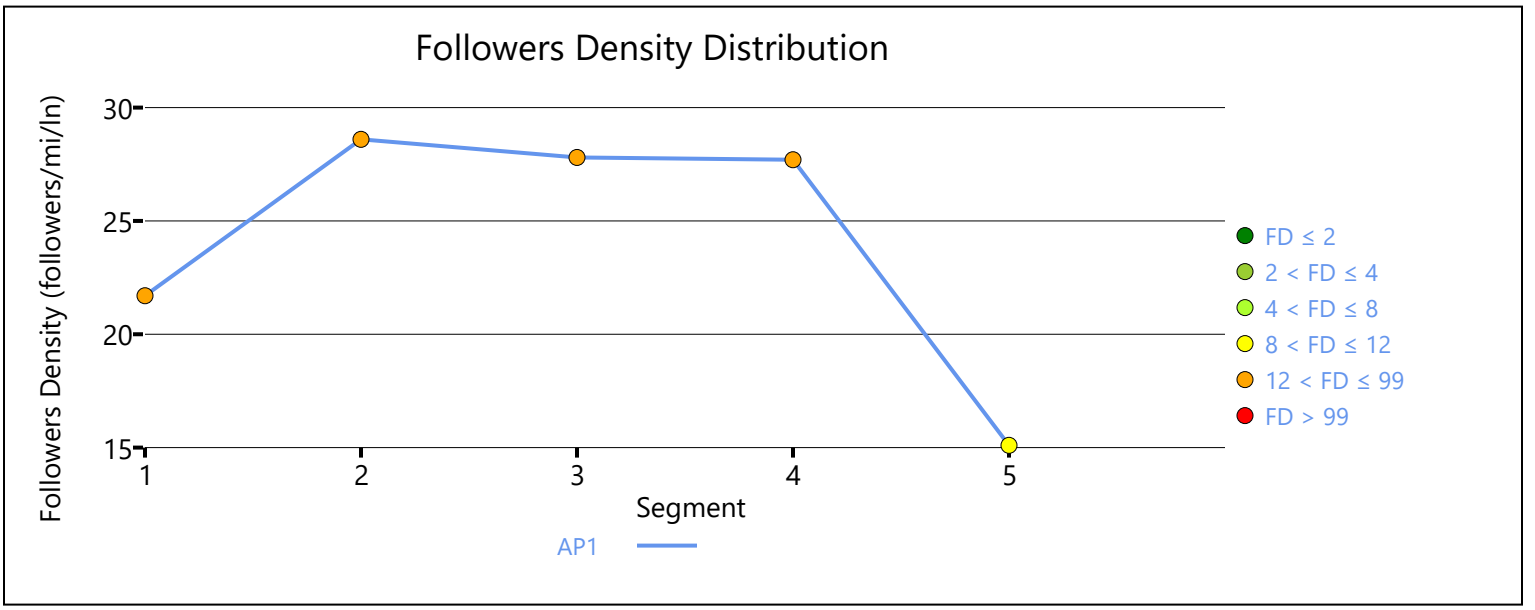
Average Speed, mi/h	40.8	Percent Followers, %	73.1
Segment Travel Time, minutes	6.35	Follower Density (FD), followers/mi/ln	15.1

Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2472	6.53	21.9	E





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Options AM Peak
Project Description	9- 2045 Build EB+WB Love Ave-Winning Colors Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	588
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	588
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	464	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

Options 2 ,3, 4
2045 PM

The results of Options 2,3, and 4 are similar to Build Option 1 except for the following segments:

•Option 2: two-lane highway from Hoot Owl Camp Road to Fisher
•Option 3: two-lane highway from Hoot Owl Camp Road to KY 1526 + KY 2674 (Stringer Road) to US 31
•Option 4: two-lane highway from Hoot Owl Camp Road to Fisher + KY 2674 (Stringer Road) to US 31
•Option 3,4: multilane highway from Love Ave to Winning Colors Dr

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Options PM Peak
Project Description	KY 44 Programming Study	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	948	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	75.7
Segment Travel Time, minutes	6.39	Follower Density (FD), followers/mi/ln	17.7
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1597	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.94

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	34.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	39.5

Vehicle Results

Average Speed, mi/h	39.5	Percent Followers, %	85.4
Segment Travel Time, minutes	2.99	Follower Density (FD), followers/mi/ln	34.6
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1597	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.94

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	34.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	39.5

Vehicle Results

Average Speed, mi/h	39.5	Percent Followers, %	85.7
Segment Travel Time, minutes	3.73	Follower Density (FD), followers/mi/ln	34.7
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1886	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.11

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	75.0
Speed Slope Coefficient (m)	0.00000	Speed Power Coefficient (p)	0.00000
PF Slope Coefficient (m)	0.00000	PF Power Coefficient (p)	0.00000
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	75.0

Vehicle Results

Average Speed, mi/h	75.0	Percent Followers, %	0.0
Segment Travel Time, minutes	0.00	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	F		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	733	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.43

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.95767	Speed Power Coefficient (p)	0.74301
PF Slope Coefficient (m)	-1.51968	PF Power Coefficient (p)	0.69875
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	37.2

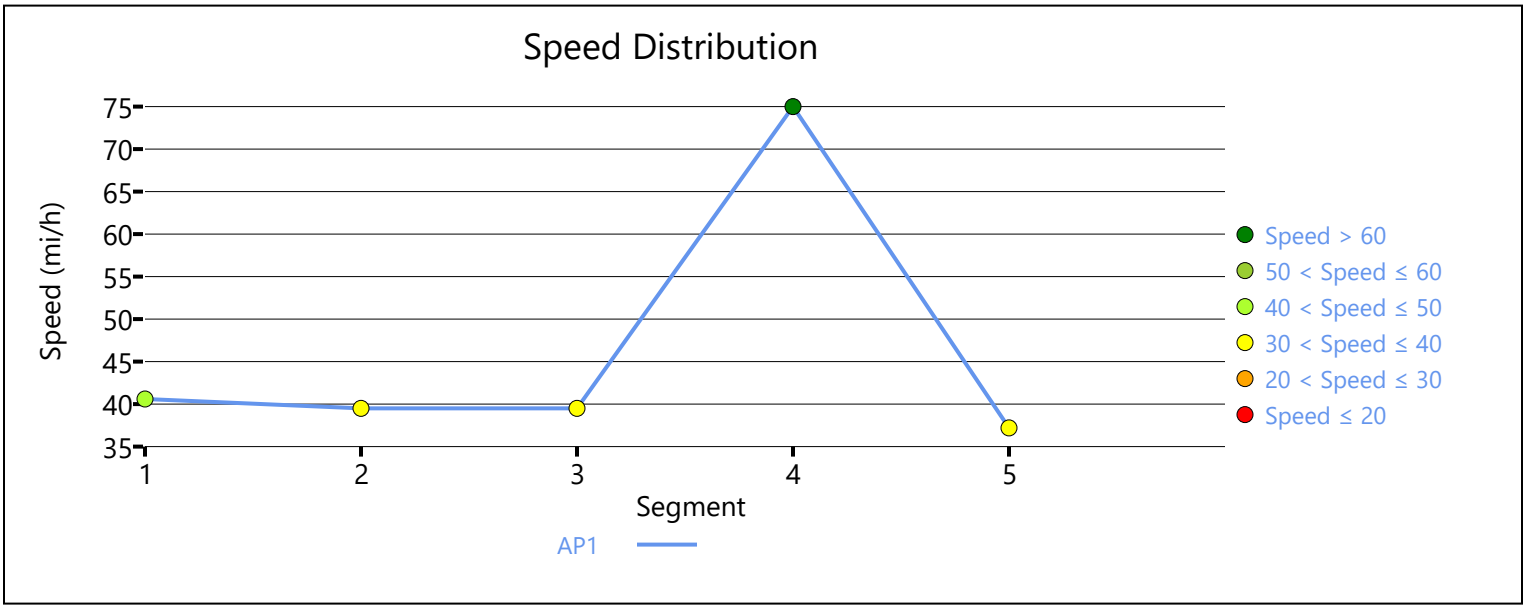
Vehicle Results

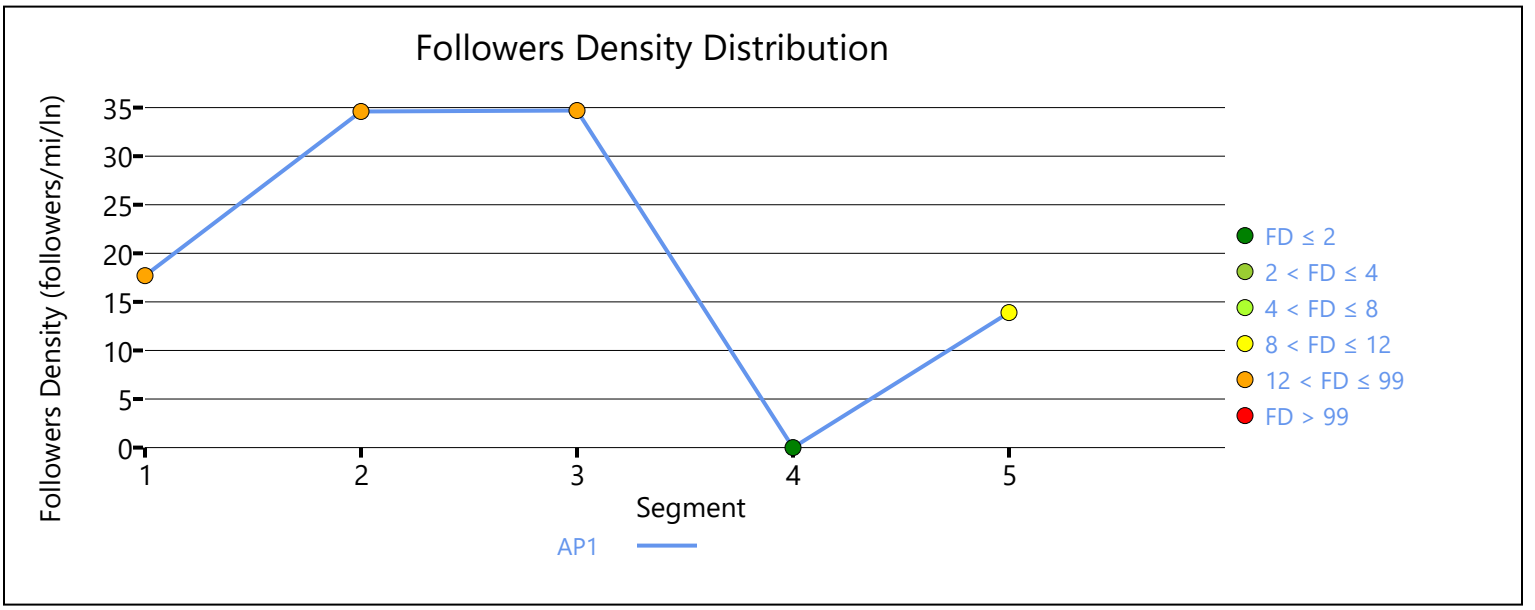
Average Speed, mi/h	37.2	Percent Followers, %	70.6
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	13.9

Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2689	7.79	24.4	E





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Options PM Peak
Project Description	KY 44 Programming Study	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	1035
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1710	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	1.01

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	75.0
Speed Slope Coefficient (m)	0.00000	Speed Power Coefficient (p)	0.00000
PF Slope Coefficient (m)	0.00000	PF Power Coefficient (p)	0.00000
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	75.0

Vehicle Results

Average Speed, mi/h	75.0	Percent Followers, %	0.0
Segment Travel Time, minutes	0.00	Follower Density (FD), followers/mi/ln	0.0
Vehicle LOS	F		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1332	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.78

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.59538	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43249	PF Power Coefficient (p)	0.71239
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	27.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.0

Vehicle Results

Average Speed, mi/h	40.0	Percent Followers, %	82.7
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	27.6
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1132	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.67

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.3

Vehicle Results

Average Speed, mi/h	40.3	Percent Followers, %	78.6
Segment Travel Time, minutes	3.65	Follower Density (FD), followers/mi/ln	22.1
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1132	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.67

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.3

Vehicle Results

Average Speed, mi/h	40.3	Percent Followers, %	78.1
Segment Travel Time, minutes	2.93	Follower Density (FD), followers/mi/ln	22.0
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	659	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.3

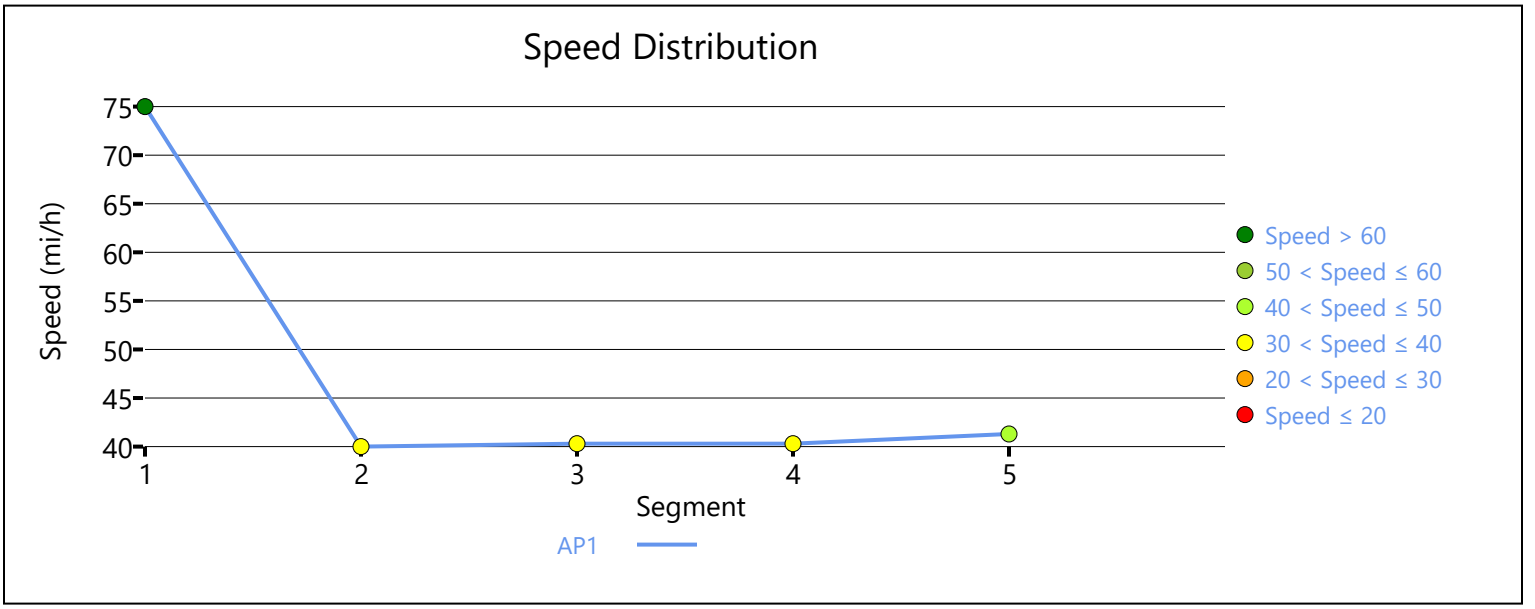
Vehicle Results

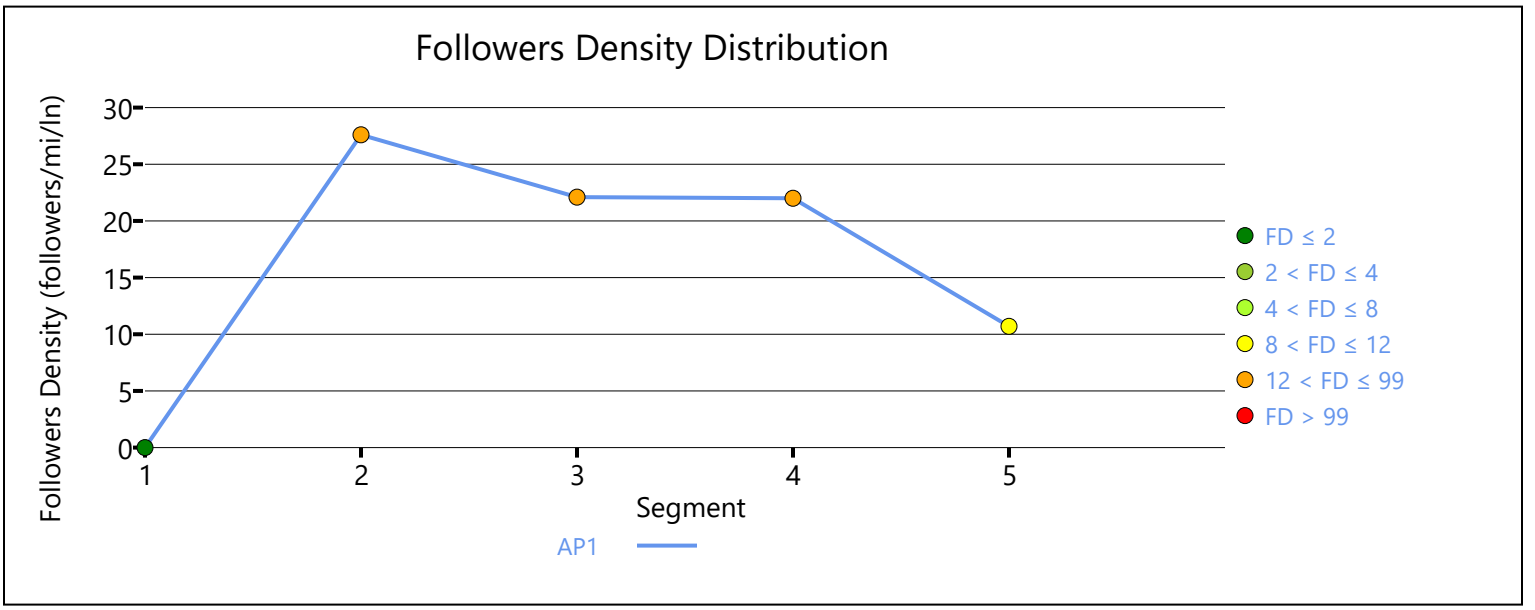
Average Speed, mi/h	41.3	Percent Followers, %	67.3
Segment Travel Time, minutes	6.28	Follower Density (FD), followers/mi/ln	10.7

Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2003	4.84	16.7	E





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Options PM Peak
Project Description	2045 Build EB+WB Love Ave-Winning Colors Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	524	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	353
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.18

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1222	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	823
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	279	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

KY 44 Travel Time Analysis

KY 44 Corridor Study

Bullitt County, KY

December 8, 2022

Table of Contents

Study Area and Scenarios 1
Methodology and Assumptions and Methodology 2
Segment Travel Times 2
Signalized Intersection Delays 2
Travel Time Analysis Results 3
Corridor Travel Time Validation 3
Conclusions 4

Table of Figures

Figure 1: KY 44 Improvement Concepts 1

Table of Tables

Table 1: Initial 2045 Travel Time Results 3
Table 2: 2045 SimTraffic Travel Time Validation Results 4

Attachments

Attachment A – HCS Output Files
Attachment B – Synchro Delay and Level of Service Table
Attachment C – Synchro Output Files
Attachment D – SimTraffic Output Files

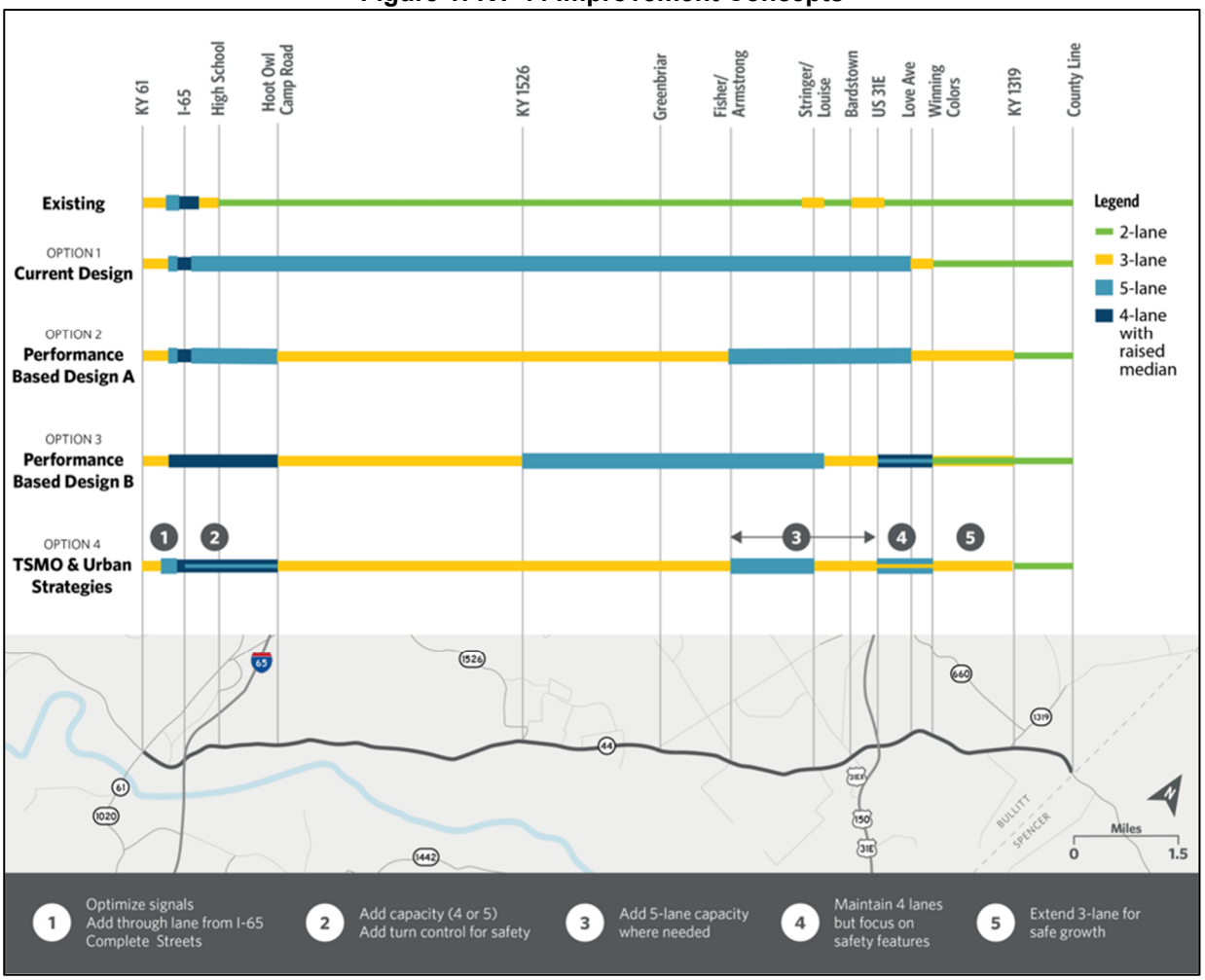
Study Area and Scenarios

A travel time analysis was completed for the KY 44 corridor in Bullitt County, Kentucky as part of the KY 44 Programming Study. The analysis examined travel times in both directions of travel during the AM and PM peak hours between the KY 61 intersection in Shepherdsville in the west and the Spencer County line in the east. This is a distance of 14.1 miles.

Five improvement concepts were analyzed. The concepts are listed below and illustrated in **Figure 1**. The analysis was completed for the design year of 2045 and used the volume projections for that year.

- No-Build (Existing Geometrics)
- Option 1 - Current Design (KY 44 widening based on current design projects)
- Option 2 - Performance Based Design A
- Option 3 - Performance Based Design B
- Option 4 - Transportation Systems Management and Operations (TSMO) & Urban Strategies

Figure 1: KY 44 Improvement Concepts



Methodology and Assumptions and Methodology

The travel time analysis included three primary elements:

1. **Segment Travel Times**
2. **Signalized Intersection Delays (added to segment travel times)**
3. **Corridor Travel Time Validation**

The segment and intersection results were combined to yield an estimated travel time for portions of the corridor as well as the corridor at large. Assumptions and methods for each element are discussed below.

Segment Travel Times

Travel times were calculated for both directions of travel for the AM and PM peak hours for 2045 for the five study scenarios. The assumed number of lanes for each analysis scenario is as illustrated in **Figure 1**. The Highway Capacity Manual (HCM) 6th Edition methods were used to predict speeds and travel times for two-lane and multi-lane highway segments. The Highway Capacity Software (HCS) Version 8.1 was used for this work.

The assumed free-flow speeds (FFS) for the analysis were based on the observed speed data. A FFS of 45 mph was used for both two-lane highways and multilane highways throughout most of the corridor, with a 50 mph FFS used for the multilane highway between Adam Shepherd Parkway and Lakeview Drive.

Signalized Intersection Delays

Delays were calculated for 14 signalized intersections for the 2045 AM and PM peak hours for the five study scenarios. For all build scenarios, improvements (geometric and operational) were assumed to be in place at the intersections listed below. Optimized signal timing was assumed to be in place for all five scenarios. The Synchro 11 software intersection analysis methods were used to calculate the signalized intersection delays that were added to the segment travel times. This was necessary because the HCM/HCS analysis only addressed the segment travel times between signalized intersections.

The build scenario intersection improvements assumed to be in place are as follows:

- KY 44 at Hester Street
    - Mainline Flashing Yellow Left Turn Arrows with Protected/Permitted Operation
- KY 44 at Adam Shepherd Parkway
    - Restriping on Adam Shepherd Parkway (City of Shepherdsville Project)
    - Mainline Flashing Yellow Left Turn Arrows with Protected/Permitted Operation
- KY 44 at I-65 Southbound Ramp
    - Dual Left Turn Lanes on the Westbound Approach
    - Dual Right Turn Lanes on the Southbound Approach
- KY 44 at US 31EX
    - Mainline and Side Street Flashing Yellow Left Turn Arrows with Protected/Permitted Operation
        - Side Street Split Phase Operation Removed
- KY 44 at US 31E
    - Dual Left Turn Lanes on the Southbound Approach

Travel Time Analysis Results

The summary travel time analyses results are shown in **Table 1**. These travel times are for traveling between KY 61 in the west and the Spencer County line in the east. The baseline No-Build travel times range from 25 to 30 minutes.

Table 1: Initial 2045 Travel Time Results

	Total Travel Time (min)				Change in Travel Time (min)				% Change in Travel Time			
	EB		WB		EB		EB		EB		EB	
Scenario	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
No-Build	25.3	30.2	24.8	27.8	-	-	-	-	-	-	-	-
Option 1	21.7	23.9	21.3	23.0	-3.6	-6.3	-3.5	-4.8	-14.3%	-21.0%	-14.2%	-17.3%
Option 2	23.4	25.7	23.1	24.9	-1.9	-4.5	-1.7	-2.9	-7.7%	-14.8%	-6.9%	-10.3%
Option 3	23.8	25.8	23.4	25.2	-1.5	-4.4	-1.5	-2.5	-5.9%	-14.7%	-5.9%	-9.1%
Option 4	25.0	27.2	24.5	26.0	-0.3	-3.0	-0.4	-1.8	-1.3%	-9.8%	-1.5%	-6.4%

EB = Eastbound, WB = Westbound

Option 1 is predicted to have the largest travel time reduction compared to the No-Build, with a decrease of approximately 4 to 6 minutes (14% to 21%). Option 2 is predicted to decrease the travel times by approximately 2 to 5 minutes (8% to 15%). Option 3 is similar to Option 2 with expected decreases of 2 to 4 minutes (6% to 15%). Option 4 would have the fewest capacity enhancements and would decrease the end-to-end travel time by 3 minutes or less (1% to 10%).

The travel time reduction is expected to be greater during the PM peak hour than the AM peak hour. The PM peak hour has long travel times and larger delays, so there is more delay to eliminate. For reference, the detailed HCS Output files are provided in **Attachment A**. In addition, **Attachment B** contains a table showing the Synchro intersection delay and level of service for each intersection. **Attachment C** provides the Synchro output file summaries used for the analysis.

When the results are examined at the segment level it becomes clear that some of the largest travel time reductions are expected in Shepherdsville in the vicinity of the I-65 interchange and in Mt. Washington from KY 2706 (Greenbrier Road) to east of the north Bullitt County High School near Love Avenue/Winning Colors Drive. These two areas have the most delay (slowest average speeds) and therefore offer the greatest opportunity for improving travel times.

The origin-destination data for the corridor showed that few travelers drive the entire corridor from US 61 to Spencer County. Therefore, improvements in the vicinity of the I-65 interchange will primarily benefit Shepherdsville area drivers and improvements in the Mt. Washington area will primarily benefit Mt. Washington area drivers. Drivers headed north from Mt. Washington, for example, do not typically use the Shepherdsville I-65 interchange. They either head north on US 31E or they use KY 1526 (Bells Mill Road). Only a small proportion of the drivers will therefore experience the full benefits of the improvements in both communities.

Corridor Travel Time Validation

The SimTraffic analysis was used to validate the results of the HCS/Synchro based travel time analysis. One of the key features of a simulation type analysis is that it quantifies the upstream impacts of downstream bottlenecks. For example, congestion at the I-65 interchange can causes queues that affect nearby intersections, compounding driver delay.

The results of the SimTraffic analysis are shown in **Table 2**. The simulation results were generally comparable to the initial travel time results, with a few notable exceptions. Nearly all of the simulated travel time results were lower than the original travel times. This is likely due to the more refined free-flow speed data and possibly a better representation of the signal timing and progression. SimTraffic output files are in **Attachment D**.

Table 2: 2045 SimTraffic Travel Time Validation Results

	Travel Time (min)				Travel Time Reduction			
	EB		WB		EB		WB	
Scenario	AM	PM	AM	PM	AM	PM	AM	PM
No-Build	22.2	29.0	20.2	35.9	-	-	-	-
Option 1	20.8	23.8	19.3	22.7	-6%	-18%	-4%	-37%
Option 2	21.3	26.3	19.6	21.9	-4%	-9%	-3%	-39%
Option 3	21.5	25.7	19.2	21.5	-3%	-11%	-5%	-40%
Option 4	21.9	26.9	20.0	22.1	-2%	-7%	-1%	-38%

EB = Eastbound, WB = Westbound

However, the No-Build westbound travel time in the PM peak hour was substantially higher than the original travel time value (8 minutes). This difference shows the impact of downstream bottlenecks and is a better representation of overcapacity conditions during that hour. SimTraffic uses microsimulation and accounts for the interaction of each intersection on a network level.

In the 2045 No-Build scenario, the KY 44 westbound approach to the I-65 southbound ramp is predicted to be over capacity. Queues at this intersection extended through multiple upstream intersections and caused excessive delay. The additional delay experienced by upstream drivers is accounted for in the SimTraffic travel time results, but is not fully accounted for with the original Synchro analysis. Synchro cannot measure delay that is not directly related to that intersection.

This change in the 2045 No-Build westbound PM peak hour travel time results in a prediction that the travel time could be reduced by as much as 40% by the proposed improvements. These high travel time reduction values capture a very real opportunity to improve traffic flow at a few key bottlenecks in the corridor. The most important of these are the I-65 southbound ramp intersection and the US 31EX (Bardstown Road) intersection.

In summary, the original travel time results are deemed valid, with the note that there may be additional delay savings possible in the PM peak hour with the implementation of improvements at the key intersections of KY 44 at the I-65 southbound ramp and KY 44 at US 31EX (Bardstown Road).

Conclusions

The proposed improvements are expected to reduce travel times in the corridor in line with the extent of improvements that are made. Option 1 is predicted to have the largest travel time reduction compared to the No-Build, with a decrease of approximately 4 to 6 minutes (14% to 21%). Option 2 is predicted to decrease the travel times by approximately 2 to 5 minutes (8% to 15%). Option 3 is similar to Option 2 with expected decreases of 2 to 4 minutes (6% to 15%). Option 4 would have the fewest capacity enhancements and would decrease the end-to-end travel time by 3 minutes or less (1% to 10%).

The opportunity for improvement in the PM peak hour is likely larger than noted in the original analysis due to the upstream impact of downstream bottlenecks. During the PM peak hour improvements at the KY 44/I-65 southbound ramp and KY 44/US 31EX (Bardstown Road) intersections could yield much larger travel time savings in those two portions of the corridor.

Attachment A – HCS Output Files

KY 44 Programming Study

Bullitt County, KY

December 8, 2022

2025 No-Build AM

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	AM Peak
Project Description	1- 2022 EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	534	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	9.68639	Speed Power Coefficient (p)	0.72295
PF Slope Coefficient (m)	-1.50623	PF Power Coefficient (p)	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.7

Vehicle Results

Average Speed, mi/h	39.7	Percent Followers, %	62.3
Segment Travel Time, minutes	0.72	Follower Density (FD), followers/mi/ln	8.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	60	0.18	8.4	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	AM Peak
Project Description	1- 2022 WB Adam Pkwy - KY 61	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	455	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	9.68639	Speed Power Coefficient (p)	0.72295
PF Slope Coefficient (m)	-1.50623	PF Power Coefficient (p)	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	58.2
Segment Travel Time, minutes	0.71	Follower Density (FD), followers/mi/ln	6.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	51	0.13	6.6	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	AM Peak
Project Description	2- 2022 EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	745	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	450
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	875	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	529
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	396	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	AM Peak
Project Description	3- 2022 EB+WB I-65 NB-Lakeview Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	745	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	450
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.24

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	10.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 1 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	396	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	5.96
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	875	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	529
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.29

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	396	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	5.96
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	AM Peak
Project Description	4- 2022 EB Lakeview Dr-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	793	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.47

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44621	PF Power Coefficient (p)	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	41.1

Vehicle Results

Average Speed, mi/h	41.1	Percent Followers, %	70.7
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	13.6
Vehicle LOS	D		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	386	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.23

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46280	PF Power Coefficient (p)	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	42.2

Vehicle Results

Average Speed, mi/h	42.2	Percent Followers, %	54.9
Segment Travel Time, minutes	6.15	Follower Density (FD), followers/mi/ln	5.0
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	671	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39471	PF Power Coefficient (p)	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	65.3
Segment Travel Time, minutes	2.86	Follower Density (FD), followers/mi/ln	10.6
Vehicle LOS	D		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	521	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42091	PF Power Coefficient (p)	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	60.1
Segment Travel Time, minutes	3.52	Follower Density (FD), followers/mi/ln	7.5
Vehicle LOS	C		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	669	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	6.82776	Speed Power Coefficient (p)	0.54312
PF Slope Coefficient (m)	-1.51448	PF Power Coefficient (p)	0.69302
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.0

Vehicle Results

Average Speed, mi/h	40.0	Percent Followers, %	68.2
Segment Travel Time, minutes	0.76	Follower Density (FD), followers/mi/ln	11.4
Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	700	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	9.20628	Speed Power Coefficient (p)	0.71788
PF Slope Coefficient (m)	-1.53118	PF Power Coefficient (p)	0.69359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.6

Vehicle Results

Average Speed, mi/h	38.6	Percent Followers, %	69.7
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	12.6
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	527	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.59040	Speed Power Coefficient (p)	0.57976
PF Slope Coefficient (m)	-1.46422	PF Power Coefficient (p)	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.2
Segment Travel Time, minutes	3.15	Follower Density (FD), followers/mi/ln	8.4
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

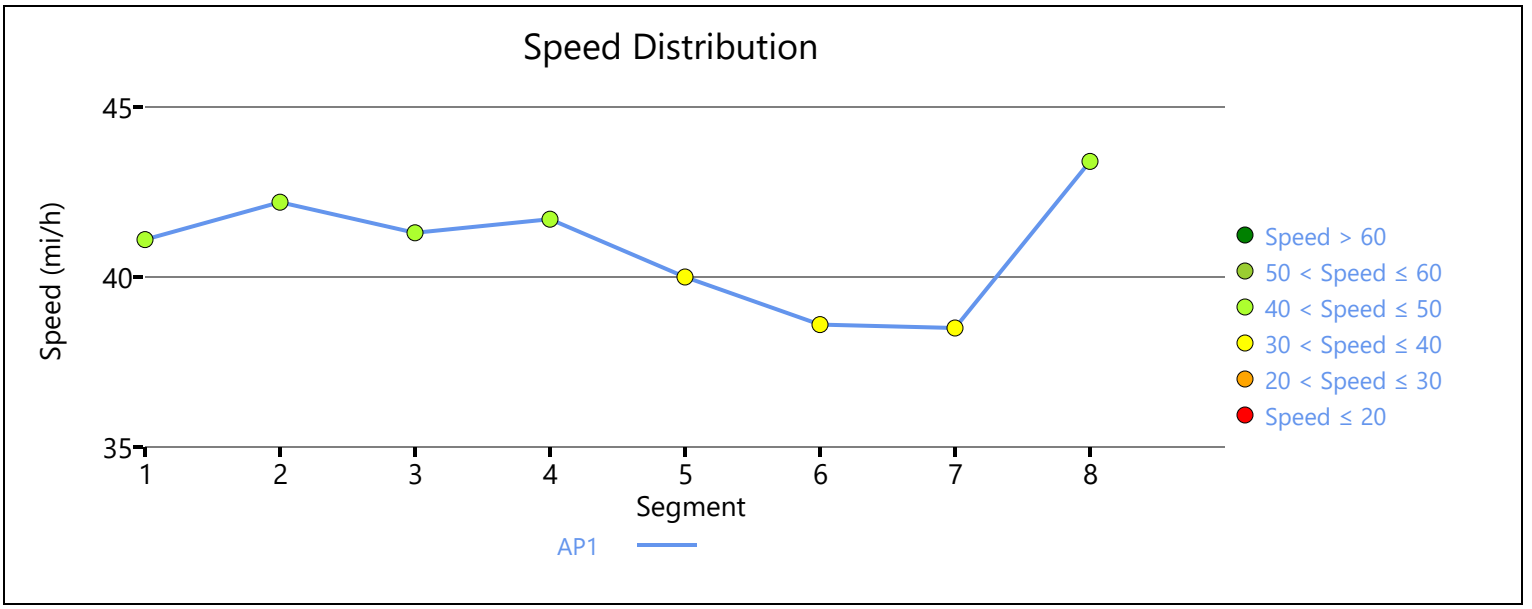
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.4

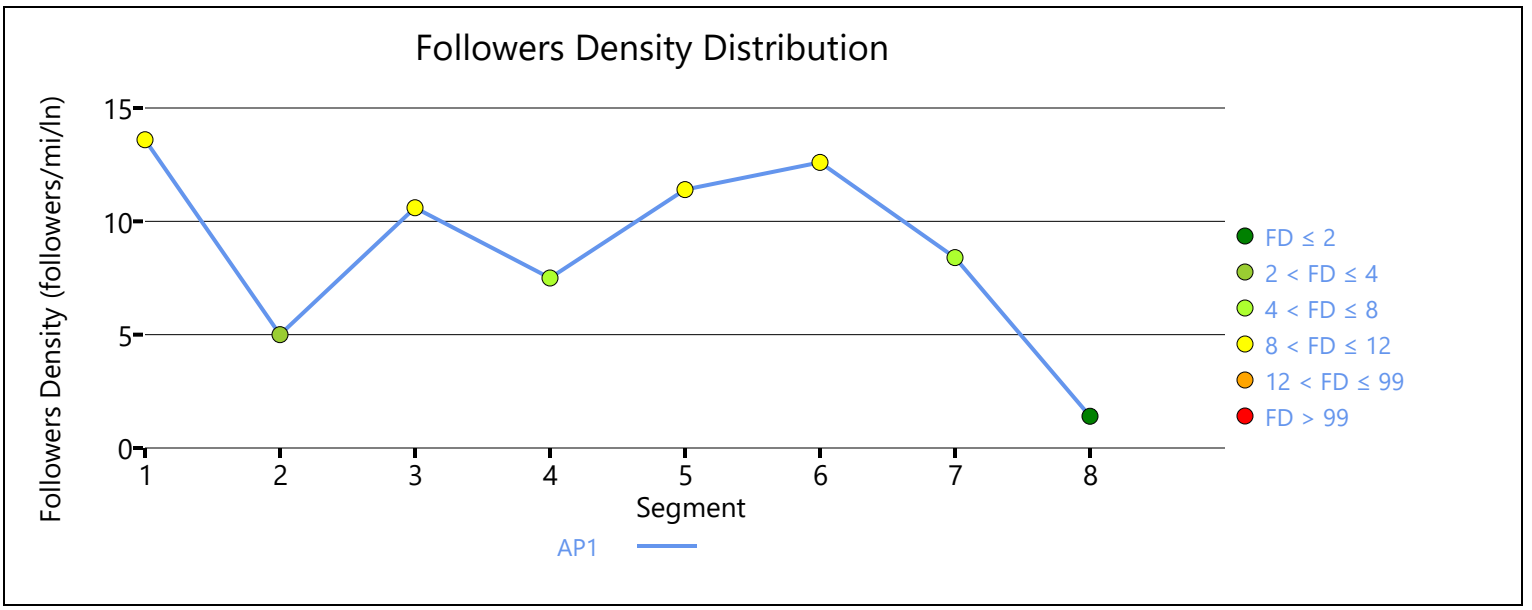
Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	33.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	1.4
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1523	3.32	7.3	C





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	AM Peak
Project Description	4- 2022 WB Spencer Co Line-Lakeview Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	184	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.11

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.4

Vehicle Results

Average Speed, mi/h	43.4	Percent Followers, %	33.7
Segment Travel Time, minutes	1.47	Follower Density (FD), followers/mi/ln	1.4
Vehicle LOS	A		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	527	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.59040	Speed Power Coefficient (p)	0.57976
PF Slope Coefficient (m)	-1.46422	PF Power Coefficient (p)	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.2
Segment Travel Time, minutes	3.15	Follower Density (FD), followers/mi/ln	8.4
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	700	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	6.43455	Speed Power Coefficient (p)	0.54077
PF Slope Coefficient (m)	-1.55046	PF Power Coefficient (p)	0.68928
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	12.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	40.1

Vehicle Results

Average Speed, mi/h	40.1	Percent Followers, %	70.3
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/mi/ln	12.3
Vehicle LOS	D		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	868	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.59538	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43301	PF Power Coefficient (p)	0.71184
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.9

Vehicle Results

Average Speed, mi/h	40.9	Percent Followers, %	72.6
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/mi/ln	15.4
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	691	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42091	PF Power Coefficient (p)	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.2

Vehicle Results

Average Speed, mi/h	41.2	Percent Followers, %	67.1
Segment Travel Time, minutes	3.57	Follower Density (FD), followers/mi/ln	11.2
Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	855	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39471	PF Power Coefficient (p)	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	71.4
Segment Travel Time, minutes	2.89	Follower Density (FD), followers/mi/ln	15.0
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	534	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46280	PF Power Coefficient (p)	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.0

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	62.4
Segment Travel Time, minutes	6.22	Follower Density (FD), followers/mi/ln	8.0
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	931	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44621	PF Power Coefficient (p)	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

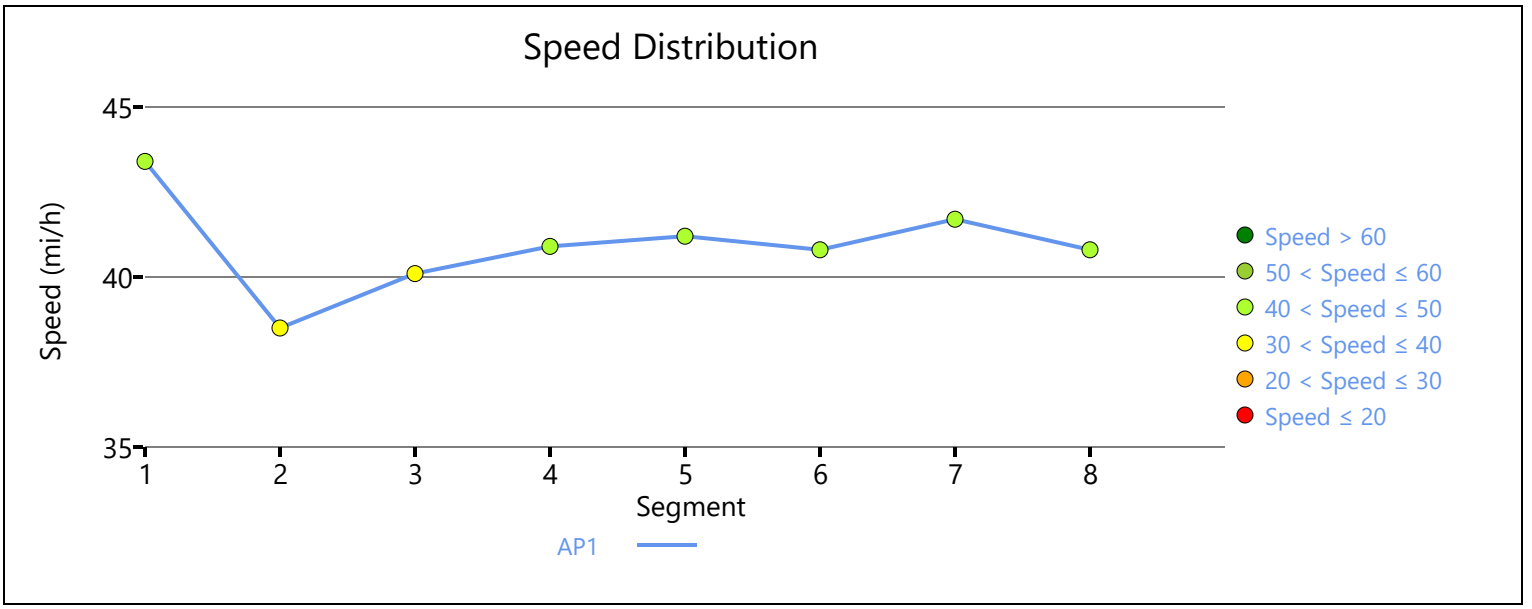
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.8

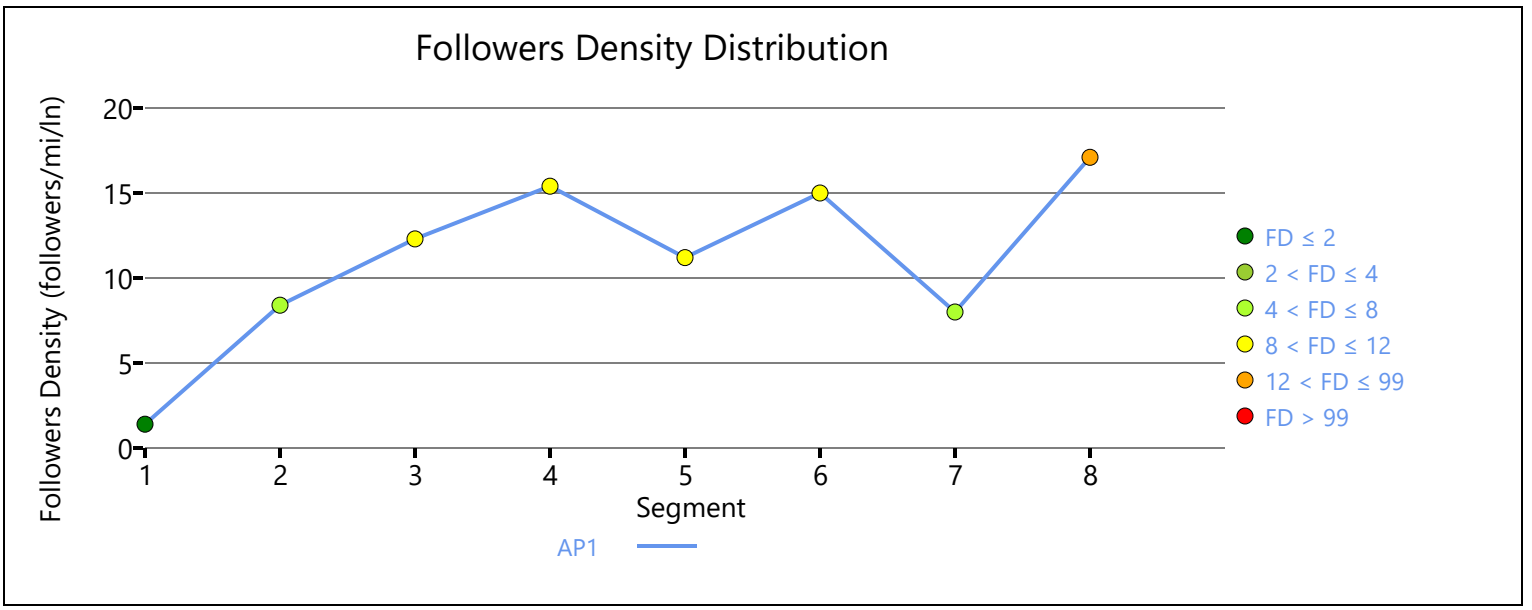
Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	74.7
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	17.1
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1895	4.26	9.9	C





Copyright © 2022 University of Florida. All Rights Reserved.

2025 No-Build PM

HCS Two-Lane Highway Report

Project Information

No-Build

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	PM Peak
Project Description	1-2022 EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	584	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	9.68639	Speed Power Coefficient (p)	0.72295
PF Slope Coefficient (m)	-1.50623	PF Power Coefficient (p)	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.3

Vehicle Results

Average Speed, mi/h	39.3	Percent Followers, %	64.5
Segment Travel Time, minutes	0.73	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	66	0.21	9.6	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	PM Peak
Project Description	1-2022 WB Adam Pkwy-KY 61	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	584	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	9.68639	Speed Power Coefficient (p)	0.72295
PF Slope Coefficient (m)	-1.50623	PF Power Coefficient (p)	0.69467
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.3

Vehicle Results

Average Speed, mi/h	39.3	Percent Followers, %	64.5
Segment Travel Time, minutes	0.73	Follower Density (FD), followers/mi/ln	9.6
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	66	0.21	9.6	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	PM Peak
Project Description	2-2022 EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1111	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	672
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	15.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	804	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	486
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	11.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	591	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	PM Peak
Project Description	3-2022 EB+WB I-65 NB-Lakeview Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1111	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	672
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.37

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	15.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	804	Heavy Vehicle Adjustment Factor (f_{HV})	0.880
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	486
Total Trucks, %	6.80	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	11.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	591	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	PM Peak
Project Description	4-2022 EB Lakeview Dr-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1182	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.70

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44621	PF Power Coefficient (p)	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	23.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.3

Vehicle Results

Average Speed, mi/h	40.3	Percent Followers, %	80.4
Segment Travel Time, minutes	0.65	Follower Density (FD), followers/mi/ln	23.6
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	602	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.35

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46280	PF Power Coefficient (p)	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.5

Vehicle Results

Average Speed, mi/h	41.5	Percent Followers, %	65.3
Segment Travel Time, minutes	6.26	Follower Density (FD), followers/mi/ln	9.5
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1015	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.60

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39471	PF Power Coefficient (p)	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.5

Vehicle Results

Average Speed, mi/h	40.5	Percent Followers, %	75.6
Segment Travel Time, minutes	2.92	Follower Density (FD), followers/mi/ln	18.9
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	987	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.58

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42091	PF Power Coefficient (p)	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.5

Vehicle Results

Average Speed, mi/h	40.5	Percent Followers, %	75.6
Segment Travel Time, minutes	3.63	Follower Density (FD), followers/mi/ln	18.4
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1198	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.70

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	6.82776	Speed Power Coefficient (p)	0.54312
PF Slope Coefficient (m)	-1.51448	PF Power Coefficient (p)	0.69302
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	26.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	37.8

Vehicle Results

Average Speed, mi/h	37.8	Percent Followers, %	82.0
Segment Travel Time, minutes	0.80	Follower Density (FD), followers/mi/ln	26.0
Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	465	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.27

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	9.20628	Speed Power Coefficient (p)	0.71788
PF Slope Coefficient (m)	-1.53118	PF Power Coefficient (p)	0.69359
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	6.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	40.5

Vehicle Results

Average Speed, mi/h	40.5	Percent Followers, %	59.3
Segment Travel Time, minutes	0.58	Follower Density (FD), followers/mi/ln	6.8
Vehicle LOS	C		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	316	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.59040	Speed Power Coefficient (p)	0.57976
PF Slope Coefficient (m)	-1.46422	PF Power Coefficient (p)	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.8

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	48.8
Segment Travel Time, minutes	2.98	Follower Density (FD), followers/mi/ln	3.8
Vehicle LOS	B		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	139	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.08

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	0.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

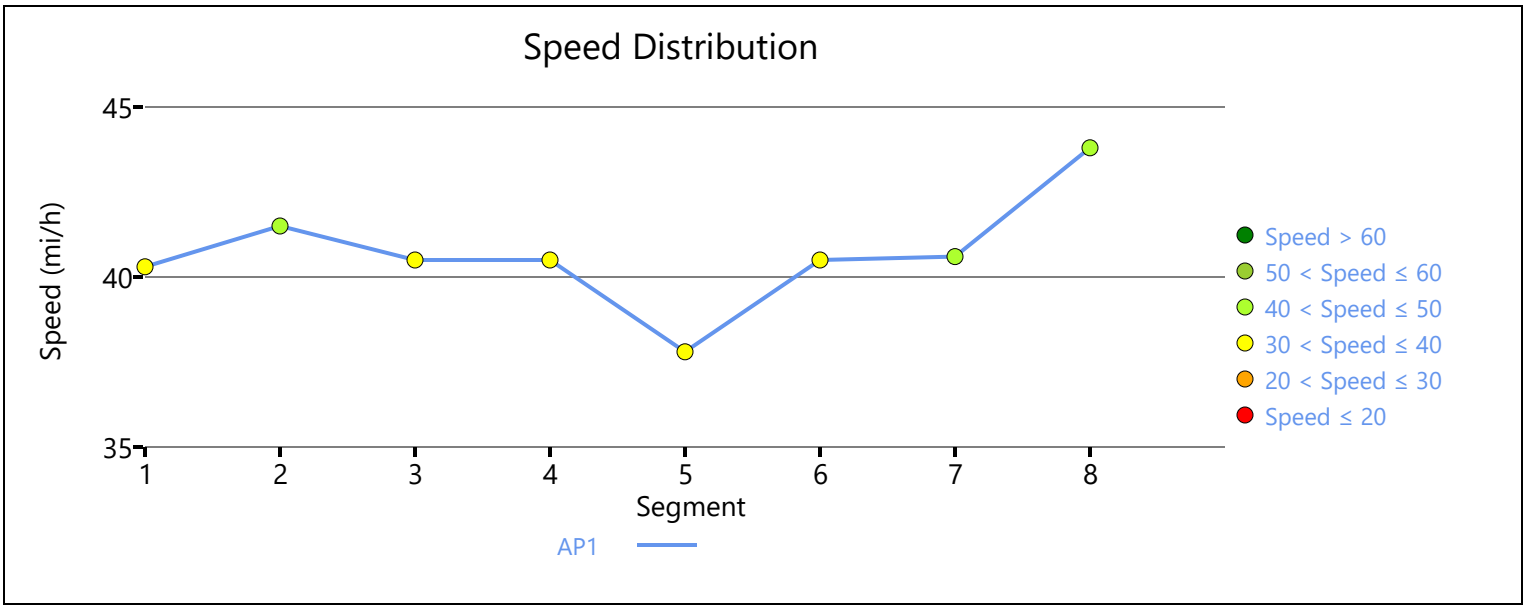
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.8

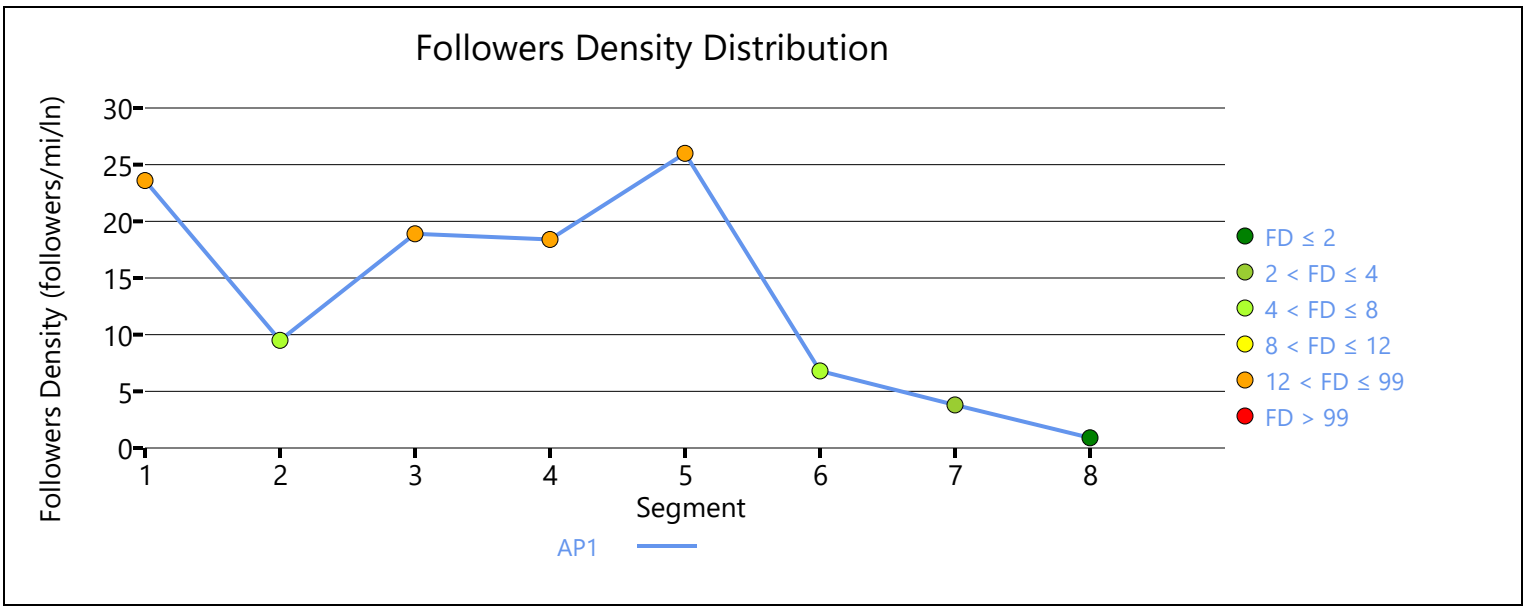
Vehicle Results

Average Speed, mi/h	43.8	Percent Followers, %	28.6
Segment Travel Time, minutes	1.45	Follower Density (FD), followers/mi/ln	0.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2140	5.10	12.0	D





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2022
Jurisdiction	District 5	Time Analyzed	PM Peak
Project Description	4-2022 WB Spencer Co Line-Lakeview Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	324	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	46.1
Segment Travel Time, minutes	1.50	Follower Density (FD), followers/mi/ln	3.5
Vehicle LOS	B		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	737	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.43

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.59040	Speed Power Coefficient (p)	0.57976
PF Slope Coefficient (m)	-1.46422	PF Power Coefficient (p)	0.67811
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	36.8

Vehicle Results

Average Speed, mi/h	36.8	Percent Followers, %	69.6
Segment Travel Time, minutes	3.29	Follower Density (FD), followers/mi/ln	13.9
Vehicle LOS	D		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1084	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	6.43455	Speed Power Coefficient (p)	0.54077
PF Slope Coefficient (m)	-1.55046	PF Power Coefficient (p)	0.68928
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	22.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.6

Vehicle Results

Average Speed, mi/h	38.6	Percent Followers, %	80.6
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	22.6
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	845	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.59538	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43301	PF Power Coefficient (p)	0.71184
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	14.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.9

Vehicle Results

Average Speed, mi/h	40.9	Percent Followers, %	71.9
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/mi/ln	14.8
Vehicle LOS	D		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	694	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.41

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42091	PF Power Coefficient (p)	0.66858
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.2

Vehicle Results

Average Speed, mi/h	41.2	Percent Followers, %	67.1
Segment Travel Time, minutes	3.57	Follower Density (FD), followers/mi/ln	11.3
Vehicle LOS	D		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	719	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.42

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39471	PF Power Coefficient (p)	0.69047
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	41.2

Vehicle Results

Average Speed, mi/h	41.2	Percent Followers, %	67.1
Segment Travel Time, minutes	2.87	Follower Density (FD), followers/mi/ln	11.7
Vehicle LOS	D		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	419	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.25

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46280	PF Power Coefficient (p)	0.63989
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	5.7

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	42.1

Vehicle Results

Average Speed, mi/h	42.1	Percent Followers, %	56.8
Segment Travel Time, minutes	6.17	Follower Density (FD), followers/mi/ln	5.7
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	855	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	6.80
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.50

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44621	PF Power Coefficient (p)	0.70887
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

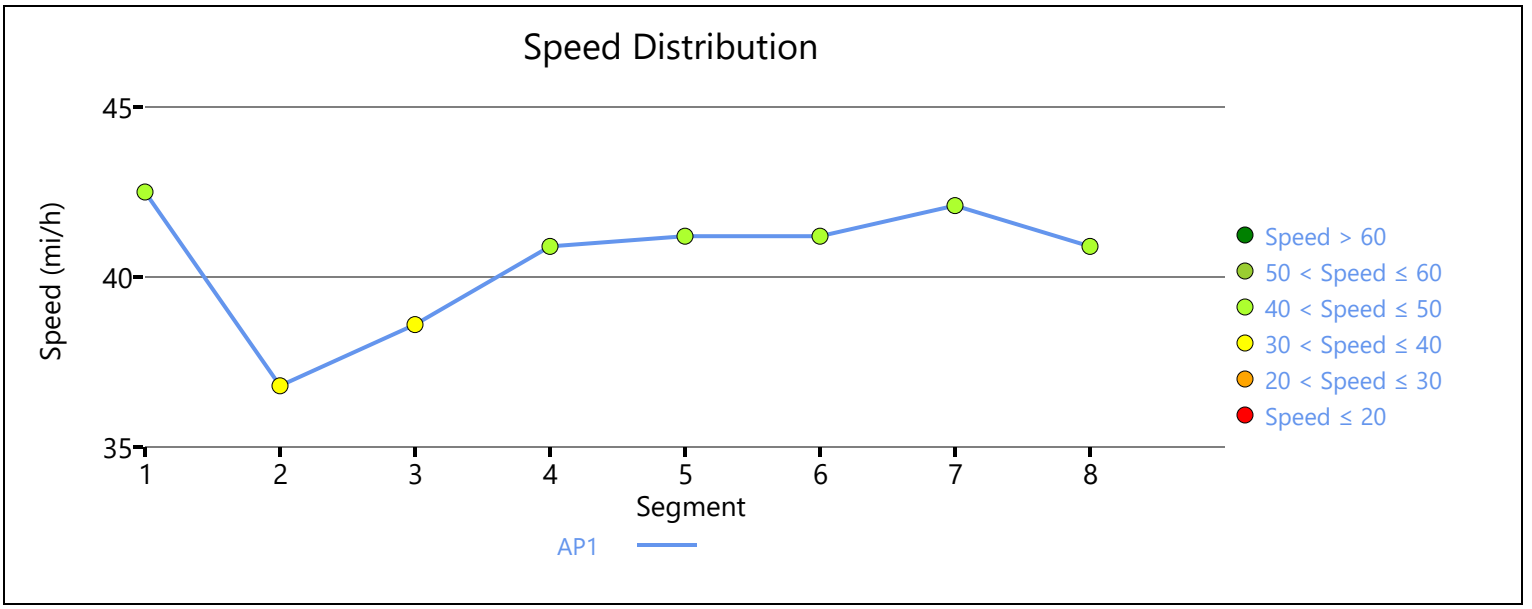
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.9

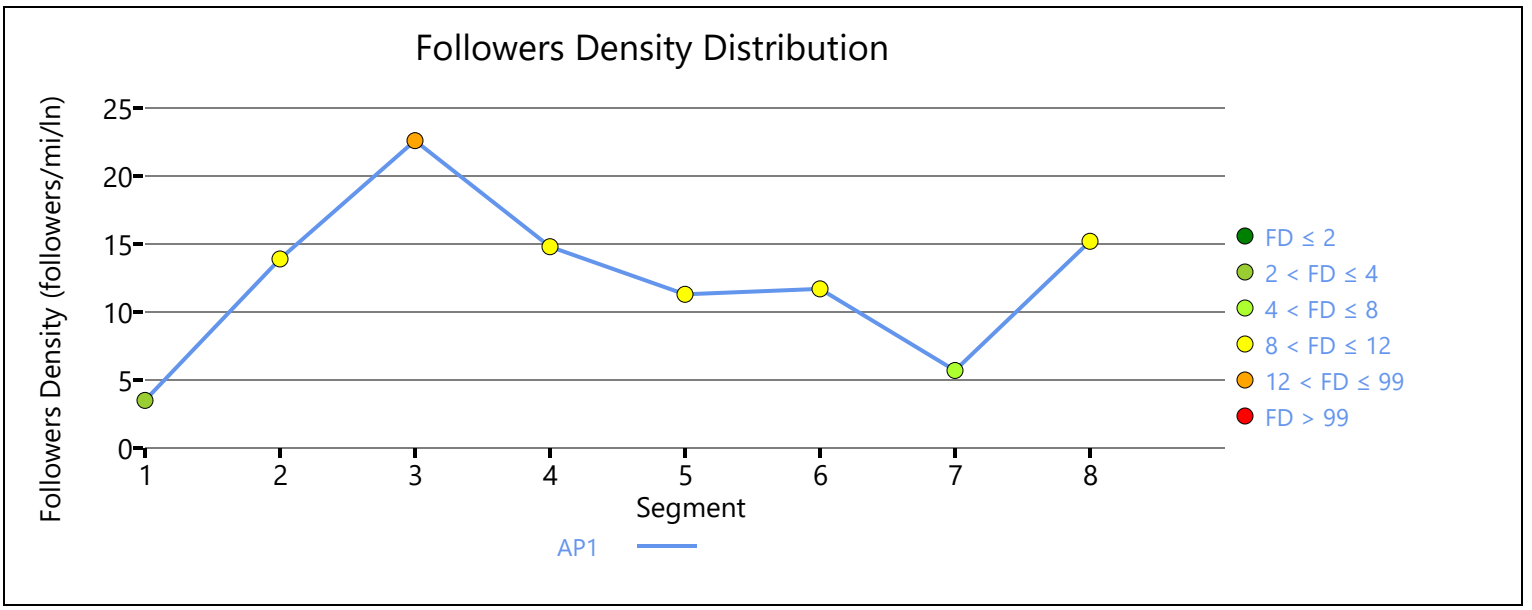
Vehicle Results

Average Speed, mi/h	40.9	Percent Followers, %	72.6
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	15.2
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	1876	4.76	9.9	C





Copyright © 2022 University of Florida. All Rights Reserved.

2045 No-Build AM

HCS Two-Lane Highway Report

Project Information

No-Build

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build AM Peak
Project Description	1-2045 No-Build EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	566	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.3
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/mi/ln	9.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.24	9.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build AM Peak
Project Description	1-2045 No-Build WB Adam Pkwy-KY 61	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	482	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.4

Vehicle Results

Average Speed, mi/h	39.4	Percent Followers, %	59.2
Segment Travel Time, minutes	0.73	Follower Density (FD), followers/mi/ln	7.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.17	7.2	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build AM Peak
Project Description	2-2045 No-Build EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	936	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	604
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1099	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	710
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	498	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build AM Peak
Project Description	3-2045 No-Build EB+WB I-65 NB-Lakeview Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	936	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	604
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1099	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	710
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.39

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	498	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build AM Peak
Project Description	4-2045 No-Build EB Lakeview Dr-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	996	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.59

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44569	PF Power Coefficient (p)	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	76.3
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	18.7
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	487	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.8

Vehicle Results

Average Speed, mi/h	41.8	Percent Followers, %	60.3
Segment Travel Time, minutes	6.20	Follower Density (FD), followers/mi/ln	7.0
Vehicle LOS	C		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	949	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.6

Vehicle Results

Average Speed, mi/h	40.6	Percent Followers, %	73.9
Segment Travel Time, minutes	2.91	Follower Density (FD), followers/mi/ln	17.3
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	656	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.39

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	65.8
Segment Travel Time, minutes	3.56	Follower Density (FD), followers/mi/ln	10.4
Vehicle LOS	D		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	949	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.56

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	7.59963	Speed Power Coefficient (p)	0.55119
PF Slope Coefficient (m)	-1.51021	PF Power Coefficient (p)	0.69552
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	38.1

Vehicle Results

Average Speed, mi/h	38.1	Percent Followers, %	76.7
Segment Travel Time, minutes	0.80	Follower Density (FD), followers/mi/ln	19.1
Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.95767	Speed Power Coefficient (p)	0.74301
PF Slope Coefficient (m)	-1.51968	PF Power Coefficient (p)	0.69875
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	18.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	35.9

Vehicle Results

Average Speed, mi/h	35.9	Percent Followers, %	75.0
Segment Travel Time, minutes	0.65	Follower Density (FD), followers/mi/ln	18.3
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	830	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.26636	Speed Power Coefficient (p)	0.58539
PF Slope Coefficient (m)	-1.46012	PF Power Coefficient (p)	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.9

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	35.6

Vehicle Results

Average Speed, mi/h	35.6	Percent Followers, %	72.4
Segment Travel Time, minutes	3.40	Follower Density (FD), followers/mi/ln	16.9
Vehicle LOS	E		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

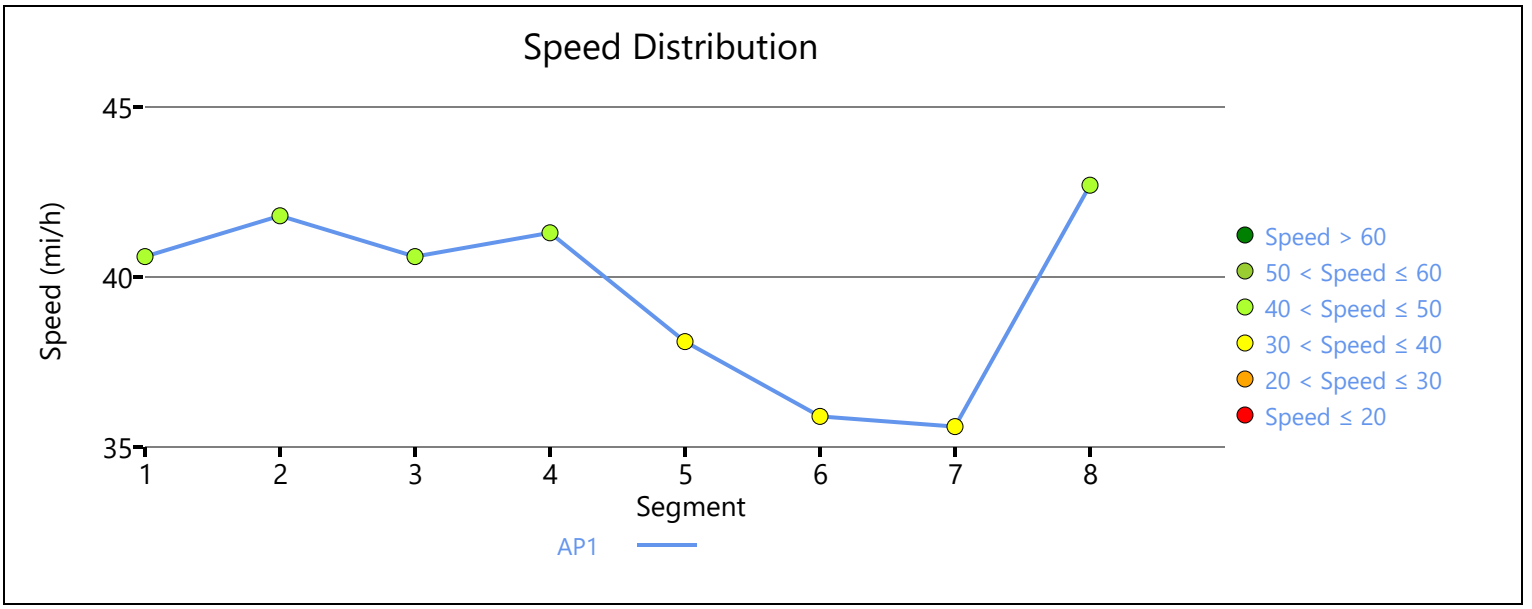
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.7

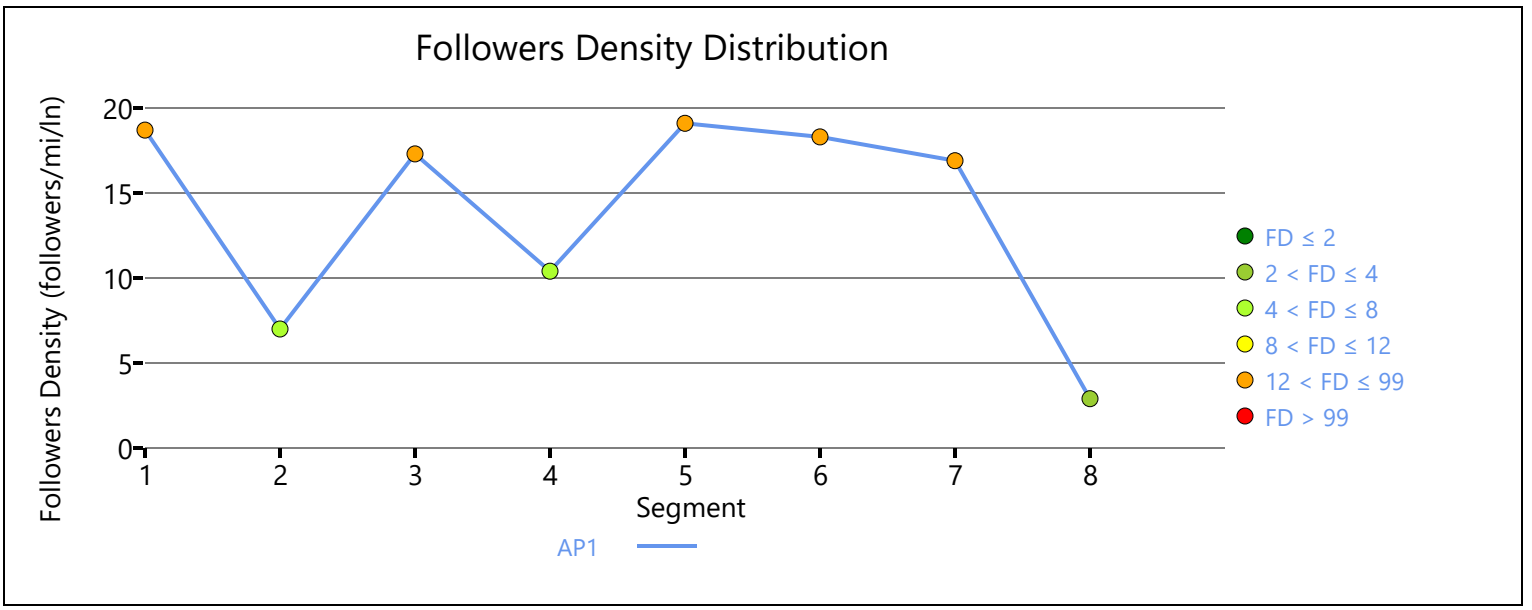
Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	43.2
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	2.9
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2072	6.16	11.6	D





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build AM Peak
Project Description	4-2045 No-Build WB Spencer Co Line-Lakeview Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	287	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.17

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.7

Vehicle Results

Average Speed, mi/h	42.7	Percent Followers, %	43.2
Segment Travel Time, minutes	1.49	Follower Density (FD), followers/mi/ln	2.9
Vehicle LOS	B		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	830	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.49

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.26636	Speed Power Coefficient (p)	0.58539
PF Slope Coefficient (m)	-1.46012	PF Power Coefficient (p)	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	35.6

Vehicle Results

Average Speed, mi/h	35.6	Percent Followers, %	72.4
Segment Travel Time, minutes	3.40	Follower Density (FD), followers/mi/ln	16.9
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	878	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.52

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	7.20642	Speed Power Coefficient (p)	0.54884
PF Slope Coefficient (m)	-1.54605	PF Power Coefficient (p)	0.69173
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	17.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.7

Vehicle Results

Average Speed, mi/h	38.7	Percent Followers, %	75.6
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	17.1
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1094	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.64

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.59538	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43249	PF Power Coefficient (p)	0.71239
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	21.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	78.3
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	21.2
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	870	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	72.6
Segment Travel Time, minutes	3.61	Follower Density (FD), followers/mi/ln	15.5
Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1072	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.4

Vehicle Results

Average Speed, mi/h	40.4	Percent Followers, %	76.8
Segment Travel Time, minutes	2.93	Follower Density (FD), followers/mi/ln	20.4
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	672	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.40

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	11.0

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.3

Vehicle Results

Average Speed, mi/h	41.3	Percent Followers, %	67.8
Segment Travel Time, minutes	6.29	Follower Density (FD), followers/mi/ln	11.0
Vehicle LOS	D		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1169	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.69

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44569	PF Power Coefficient (p)	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	23.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

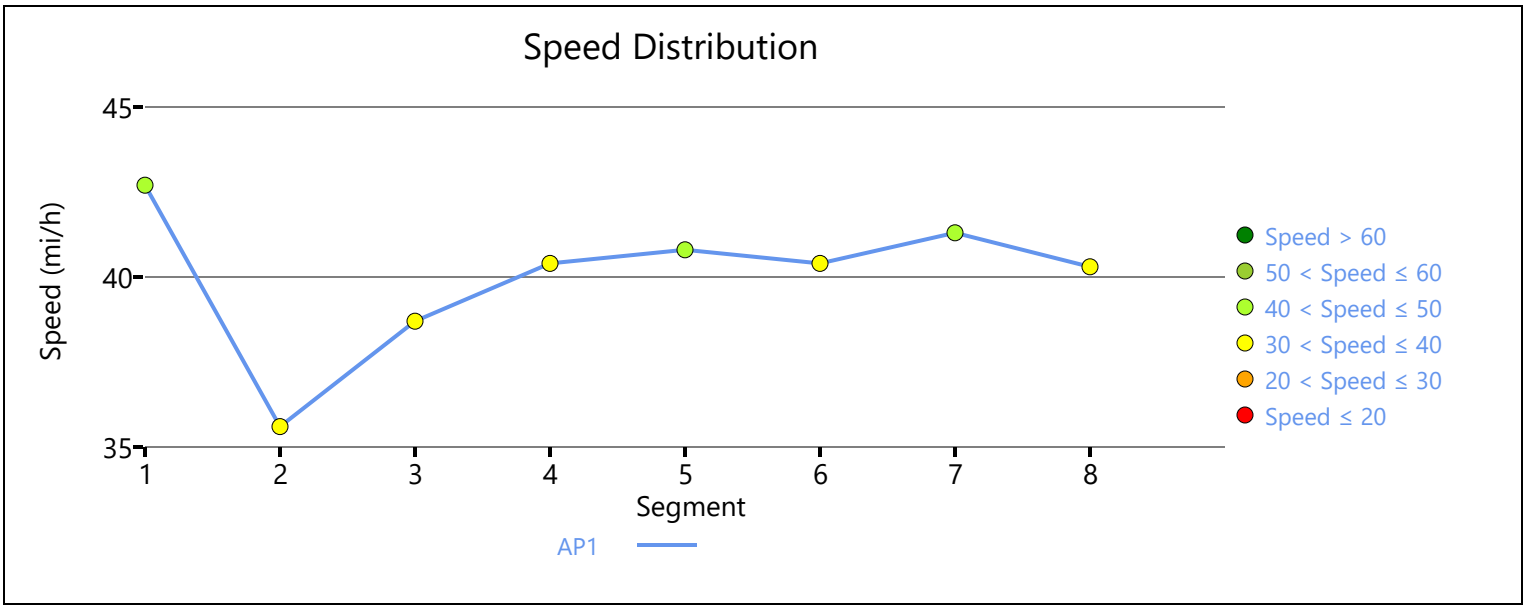
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.3

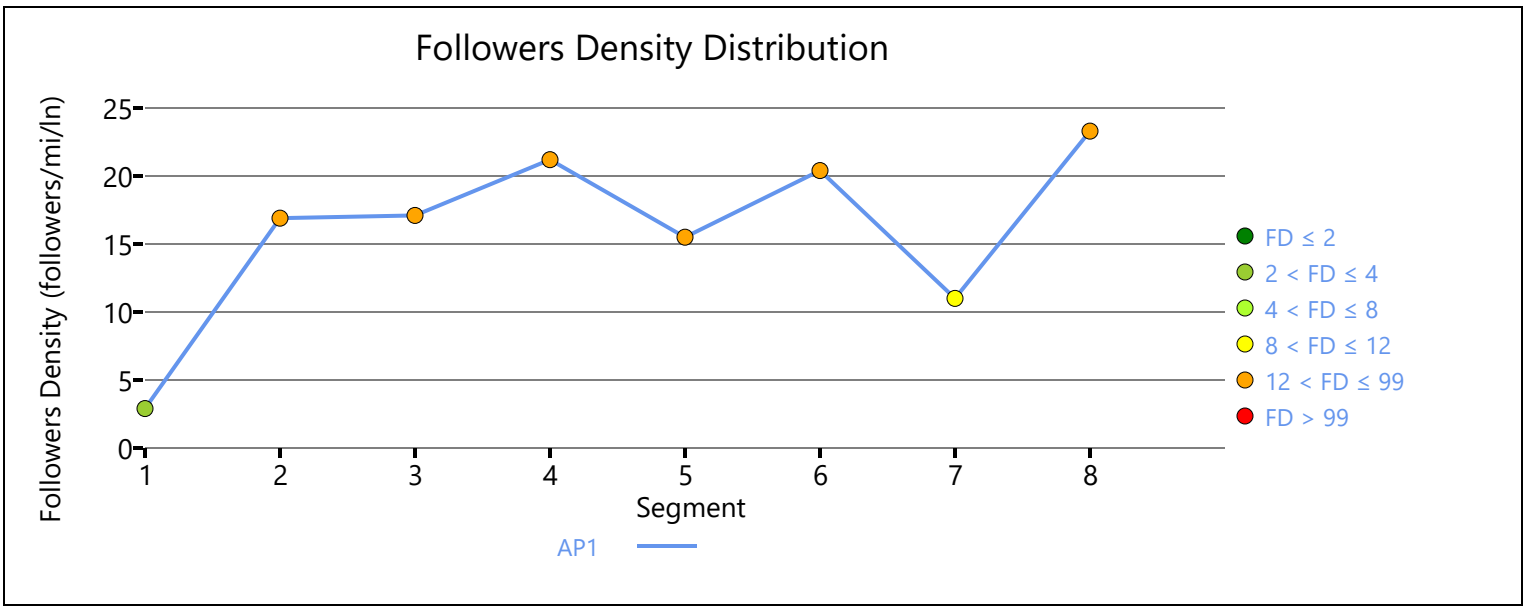
Vehicle Results

Average Speed, mi/h	40.3	Percent Followers, %	80.1
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	23.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2475	7.09	14.5	D





Copyright © 2022 University of Florida. All Rights Reserved.

2045 No-Build PM

HCS Two-Lane Highway Report

Project Information

No-Build

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build PM Peak
Project Description	1-2045 No-Build EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	569	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.5
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	9.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.24	9.4	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build PM Peak
Project Description	1-2045 No-Build WBAdam Pkwy-KY 61	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	617	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.0

Vehicle Results

Average Speed, mi/h	38.0	Percent Followers, %	65.6
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	10.6
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	69	0.28	10.6	D

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build PM Peak
Project Description	2-2045 No-Build EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1398	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	902
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	20.5
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1012	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	654
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	14.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	744	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build PM Peak
Project Description	3-2045 No-Build EB+WB I-65 NB-Lakeview Dr	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1398	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	902
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	20.5
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1012	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	654
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	14.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	744	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/16/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build PM Peak
Project Description	4-2045 No-Build EB Lakeview Dr-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1487	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.87

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44569	PF Power Coefficient (p)	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	31.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	39.7

Vehicle Results

Average Speed, mi/h	39.7	Percent Followers, %	85.3
Segment Travel Time, minutes	0.65	Follower Density (FD), followers/mi/ln	31.9
Vehicle LOS	E		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	756	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.44

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	13.0
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.1

Vehicle Results

Average Speed, mi/h	41.1	Percent Followers, %	70.6
Segment Travel Time, minutes	6.32	Follower Density (FD), followers/mi/ln	13.0
Vehicle LOS	D		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1272	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.75

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	25.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.0

Vehicle Results

Average Speed, mi/h	40.0	Percent Followers, %	80.7
Segment Travel Time, minutes	2.95	Follower Density (FD), followers/mi/ln	25.7
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1244	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.73

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	25.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.0

Vehicle Results

Average Speed, mi/h	40.0	Percent Followers, %	80.7
Segment Travel Time, minutes	3.67	Follower Density (FD), followers/mi/ln	25.1
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1506	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.89

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	7.59963	Speed Power Coefficient (p)	0.55119
PF Slope Coefficient (m)	-1.51021	PF Power Coefficient (p)	0.69552
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	36.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	35.8

Vehicle Results

Average Speed, mi/h	35.8	Percent Followers, %	86.6
Segment Travel Time, minutes	0.85	Follower Density (FD), followers/mi/ln	36.4
Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	584	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.95767	Speed Power Coefficient (p)	0.74301
PF Slope Coefficient (m)	-1.51968	PF Power Coefficient (p)	0.69875
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	38.6

Vehicle Results

Average Speed, mi/h	38.6	Percent Followers, %	64.8
Segment Travel Time, minutes	0.60	Follower Density (FD), followers/mi/ln	9.8
Vehicle LOS	C		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	498	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.29

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.26636	Speed Power Coefficient (p)	0.58539
PF Slope Coefficient (m)	-1.46012	PF Power Coefficient (p)	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.7

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	38.4

Vehicle Results

Average Speed, mi/h	38.4	Percent Followers, %	59.7
Segment Travel Time, minutes	3.15	Follower Density (FD), followers/mi/ln	7.7
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	220	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.13

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	1.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

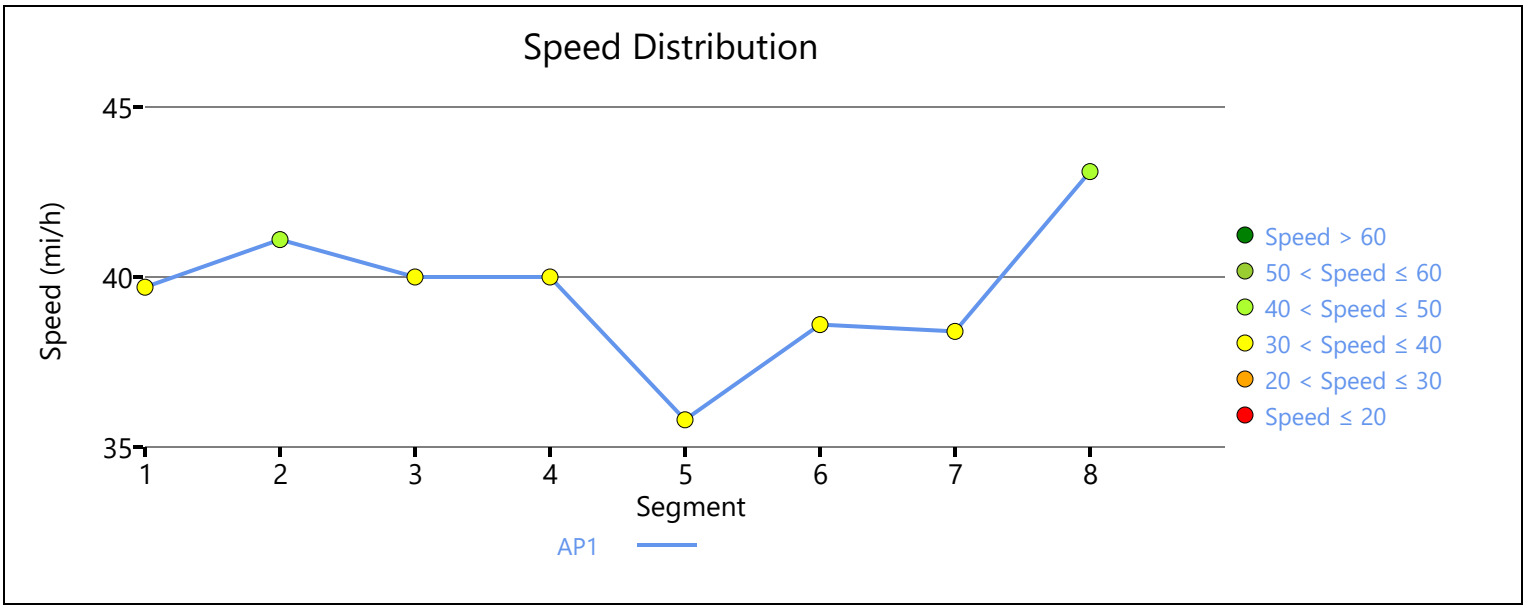
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	43.1

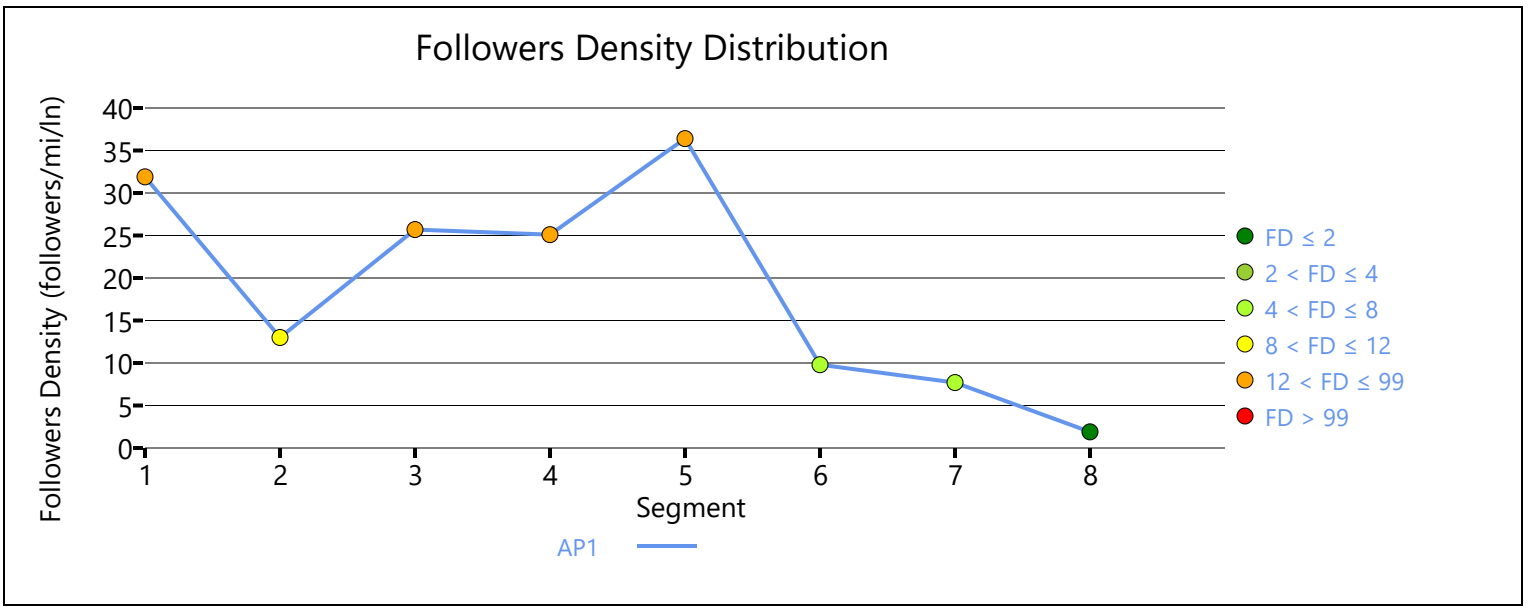
Vehicle Results

Average Speed, mi/h	43.1	Percent Followers, %	37.4
Segment Travel Time, minutes	1.48	Follower Density (FD), followers/mi/ln	1.9
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2749	7.85	16.9	E





Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/17/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 No-Build PM Peak
Project Description	4-2045 No-Build WB Spencer Co Line-Lakeview Dr	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	514	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.30

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	41.8

Vehicle Results

Average Speed, mi/h	41.8	Percent Followers, %	57.7
Segment Travel Time, minutes	1.52	Follower Density (FD), followers/mi/ln	7.1
Vehicle LOS	C		

Segment 2

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10670
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1162	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.68

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.26636	Speed Power Coefficient (p)	0.58539
PF Slope Coefficient (m)	-1.46012	PF Power Coefficient (p)	0.68068
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	27.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10670	-	-	33.3

Vehicle Results

Average Speed, mi/h	33.3	Percent Followers, %	80.1
Segment Travel Time, minutes	3.64	Follower Density (FD), followers/mi/ln	27.9
Vehicle LOS	E		

Segment 3

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2055
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1363	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.80

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	7.20642	Speed Power Coefficient (p)	0.54884
PF Slope Coefficient (m)	-1.54605	PF Power Coefficient (p)	0.69173
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	31.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2055	-	-	36.8

Vehicle Results

Average Speed, mi/h	36.8	Percent Followers, %	85.3
Segment Travel Time, minutes	0.63	Follower Density (FD), followers/mi/ln	31.6
Vehicle LOS	E		

Segment 4

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2665
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1063	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.59538	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.43249	PF Power Coefficient (p)	0.71239
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2665	-	-	40.5

Vehicle Results

Average Speed, mi/h	40.5	Percent Followers, %	77.6
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	20.4
Vehicle LOS	E		

Segment 5

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	12945
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	873	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.51

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.68339	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.42039	PF Power Coefficient (p)	0.66912
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	15.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	12945	-	-	40.8

Vehicle Results

Average Speed, mi/h	40.8	Percent Followers, %	72.7
Segment Travel Time, minutes	3.61	Follower Density (FD), followers/mi/ln	15.6
Vehicle LOS	E		

Segment 6

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	10400
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	903	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.53

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.66669	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.39421	PF Power Coefficient (p)	0.69102
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	16.1
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	10400	-	-	40.7

Vehicle Results

Average Speed, mi/h	40.7	Percent Followers, %	72.7
Segment Travel Time, minutes	2.90	Follower Density (FD), followers/mi/ln	16.1
Vehicle LOS	E		

Segment 7

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	22830
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	526	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.31

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.70050	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.46226	PF Power Coefficient (p)	0.64043
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.8

%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	22830	-	-	41.7

Vehicle Results

Average Speed, mi/h	41.7	Percent Followers, %	62.0
Segment Travel Time, minutes	6.22	Follower Density (FD), followers/mi/ln	7.8
Vehicle LOS	C		

Segment 8

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2285
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1077	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.63

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.58996	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.44569	PF Power Coefficient (p)	0.70941
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	20.8
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

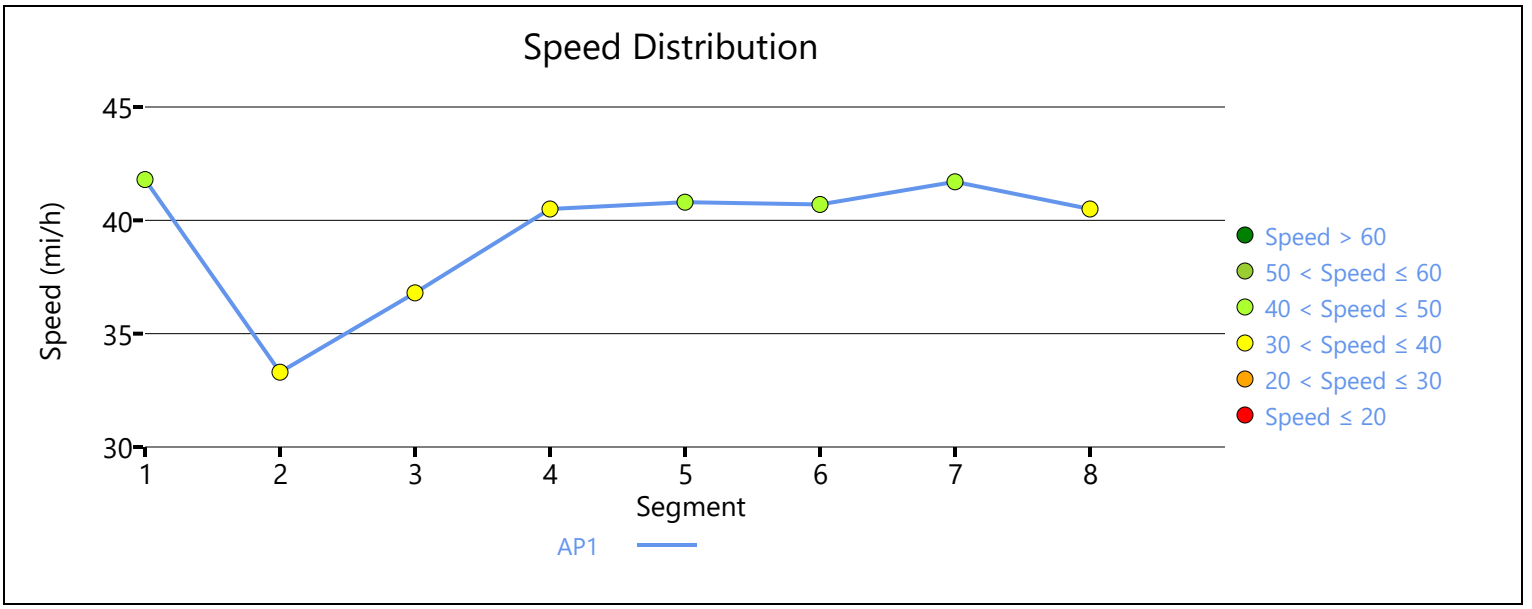
#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2285	-	-	40.5

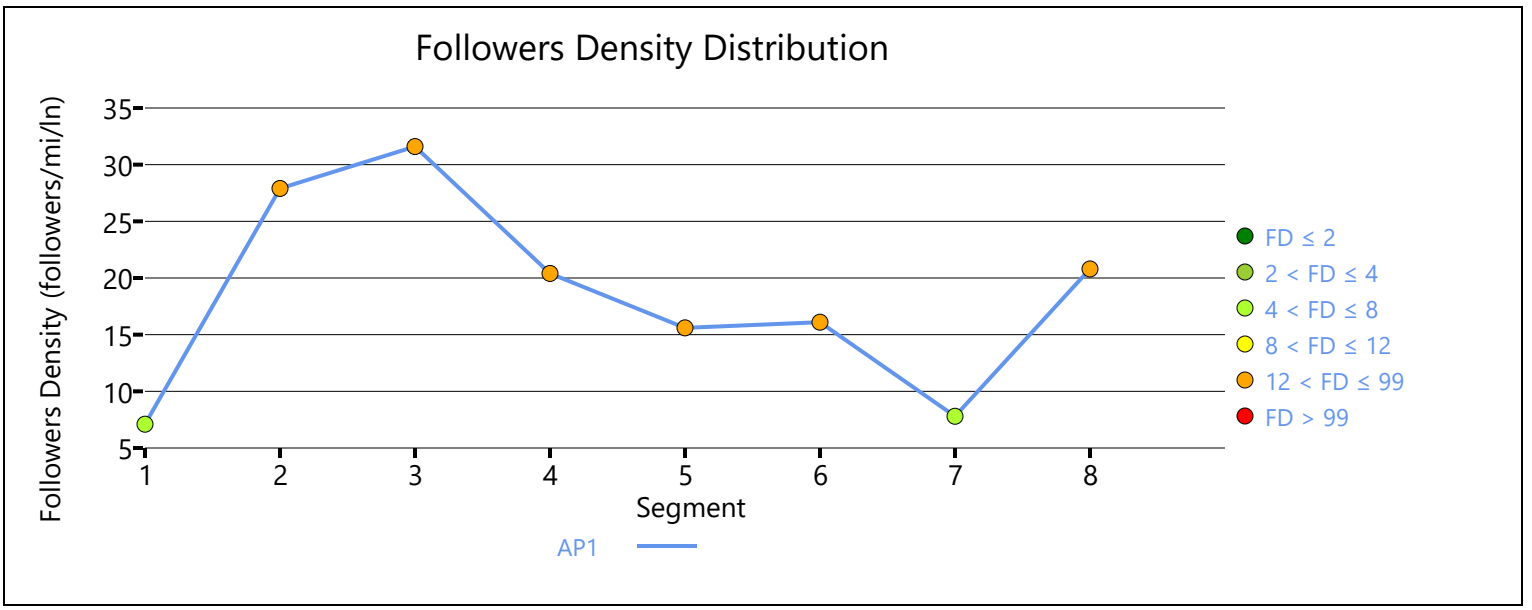
Vehicle Results

Average Speed, mi/h	40.5	Percent Followers, %	78.2
Segment Travel Time, minutes	0.64	Follower Density (FD), followers/mi/ln	20.8
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	2495	8.77	15.1	E





Copyright © 2022 University of Florida. All Rights Reserved.

2045 Build AM

HCS Two-Lane Highway Report

Project Information

Build

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	1- 2045 EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	566	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.3
Segment Travel Time, minutes	0.74	Follower Density (FD), followers/mi/ln	9.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.24	9.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	1- 2045 WB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	482	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.28

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	7.2
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	39.4

Vehicle Results

Average Speed, mi/h	39.4	Percent Followers, %	59.2
Segment Travel Time, minutes	0.73	Follower Density (FD), followers/mi/ln	7.2
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	54	0.17	7.2	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	2- 2045 Build EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1175	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	758
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	17.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	1380	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	891
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.47

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	18.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	625	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	3- 2045 Build EB+WB I-65 NB-WB Melwood	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1175	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	758
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.41

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	17.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1380	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	891
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.48

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	20.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	625	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	4- 2045 Build EB+WB Melwood-KY 1526	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	575	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	371
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.19

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.6
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	795	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	513
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.27

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	10.5
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	306	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	5- 2045 Build EB+WB KY1526-KY 2706	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	994	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	642
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.34

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1266	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	817
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	529	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	6- 2045 Build EB+WB KY 2706-KY 2674	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	774	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	500
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.26

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	10.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1026	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	662
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.6
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	412	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	7- 2045 Build EB+WB KY 2674-US 31EX	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	992	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	640
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.33

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1288	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	832
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	17.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	528	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	8- 2045 Build EB+WB US 31EX-US 31E	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1035	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	668
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1035	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	668
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	551	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/24/2022
Agency	WSP	Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	9- 2045 Build EB+WB US 31E-Love Ave	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	588
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	873	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	588
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.31

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	12.0
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	464	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	10- 2045 WB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	929	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	35.8

Vehicle Results

Average Speed, mi/h	35.8	Percent Followers, %	74.3
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/mi/ln	19.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	311	1.77	19.3	E

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	10 - 2045 EB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	929	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.55

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	19.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	35.8

Vehicle Results

Average Speed, mi/h	35.8	Percent Followers, %	74.3
Segment Travel Time, minutes	2.39	Follower Density (FD), followers/mi/ln	19.3
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	311	1.77	19.3	E

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	11- 2045 EB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	322	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	45.9
Segment Travel Time, minutes	1.50	Follower Density (FD), followers/mi/ln	3.5
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	80	0.10	3.5	B

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	11- 2045 WB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	322	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.19

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	3.5
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.5

Vehicle Results

Average Speed, mi/h	42.5	Percent Followers, %	45.9
Segment Travel Time, minutes	1.50	Follower Density (FD), followers/mi/ln	3.5
Vehicle LOS	B		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	80	0.10	3.5	B

Copyright © 2022 University of Florida. All Rights Reserved.

2045 Build PM

HCS Two-Lane Highway Report

Project Information

Build

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	1-2045 EB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	569	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	9.4
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	63.5
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	9.4
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	64	0.24	9.4	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	1-2045 WB KY 61-Adam Pkwy	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	2525
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	617	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	10.70
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.36

Intermediate Results

Segment Vertical Class	3	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	11.43778	Speed Power Coefficient (p)	0.74808
PF Slope Coefficient (m)	-1.49499	PF Power Coefficient (p)	0.69994
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	10.6
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	2525	-	-	38.0

Vehicle Results

Average Speed, mi/h	38.0	Percent Followers, %	65.6
Segment Travel Time, minutes	0.75	Follower Density (FD), followers/mi/ln	10.6
Vehicle LOS	D		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	69	0.28	10.6	D

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	2-2045 Build EB+WB Adam Pkwy-I-65 NB	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1755	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1133
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	25.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1271	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	820
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	18.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	934	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	14	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	14	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	3-2045 Build EB+WB I-65 NB-WB Melwood	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1755	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1133
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.62

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	25.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	45.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1271	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	820
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1900
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1839
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.45

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	43.9
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	18.7
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	934	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	4-2045 Build EB+WB Melwood-KY 1526	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	891	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	575
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.30

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	11.8
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data			
Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors			
Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity			
Volume (V) veh/h	619	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	400
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.21

Direction 2 Speed and Density			
Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	8.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS			
Flow Rate in Outside Lane (v_{OL}), veh/h	474	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build AM Peak
Project Description	5-2045 Build EB+WB KY1526-KY 2706	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1501	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	969
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.51

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	19.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1064	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	687
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.36

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	14.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	798	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	6-2045 Build EB+WB KY 2706-KY 2674	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1466	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	946
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.49

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	19.4
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1029	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	664
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.35

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	13.6
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	780	Effective Speed Factor (S_t)	4.79
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	7-2045 Build EB+WB KY 2674-US 31EX	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	1773	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1144
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.60

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	23.4
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1252	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	808
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.42

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.6
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	943	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	8-2045 Build EB+WB US 31EX-US 31E	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	689	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	445
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.23

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	9.1
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1607	Heavy Vehicle Adjustment Factor (f_{HV})	0.824
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	1038
Total Trucks, %	10.70	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.54

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	21.3
Median Type Adjustment (f_M)	-	Level of Service (LOS)	C
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	366	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Multilane Highway Report

Project Information

Analyst		Date	8/24/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	9-2045 Build EB+WB US 31E-Love Ave	Units	U.S. Customary

Direction 1 Geometric Data

Direction 1	Eastbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 1 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 1 Demand and Capacity

Volume (V) veh/h	524	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	353
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.18

Direction 1 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	7.2
Median Type Adjustment (f_M)	-	Level of Service (LOS)	A
Access Point Density Adjustment (f_A)	-		

Direction 2 Geometric Data

Direction 2	Westbound		
Number of Lanes (N), ln	2	Terrain Type	Rolling
Segment Length (L), ft	5280	Percent Grade, %	-
Measured or Base Free-Flow Speed	Measured	Grade Length, mi	-
Base Free-Flow Speed (BFFS), mi/h	-	Access Point Density, pts/mi	-
Lane Width, ft	-	Left-Side Lateral Clearance (LC_R), ft	-
Median Type	-	Total Lateral Clearance (TLC), ft	-
Free-Flow Speed (FFS), mi/h	50.0		

Direction 2 Adjustment Factors

Driver Population	Mostly Familiar	Final Speed Adjustment Factor (SAF)	0.975
Driver Population SAF	0.975	Final Capacity Adjustment Factor (CAF)	0.968
Driver Population CAF	0.968		

Direction 2 Demand and Capacity

Volume (V) veh/h	1222	Heavy Vehicle Adjustment Factor (f_{HV})	0.790
Peak Hour Factor	0.94	Flow Rate (V_p), pc/h/ln	823
Total Trucks, %	13.30	Capacity (c), pc/h/ln	1976
Single-Unit Trucks (SUT), %	-	Adjusted Capacity (c_{adj}), pc/h/ln	1913
Tractor-Trailers (TT), %	-	Volume-to-Capacity Ratio (v/c)	0.43

Direction 2 Speed and Density

Lane Width Adjustment (f_{LW})	-	Average Speed (S), mi/h	48.8
Total Lateral Clearance Adj. (f_{LLC})	-	Density (D), pc/mi/ln	16.9
Median Type Adjustment (f_M)	-	Level of Service (LOS)	B
Access Point Density Adjustment (f_A)	-		

Direction 2 Bicycle LOS

Flow Rate in Outside Lane (v_{OL}), veh/h	279	Effective Speed Factor (S_t)	4.42
Effective Width of Volume (W_v), ft	13	Bicyle LOS Score (BLOS)	-
Average Effective Width (W_e), ft	13	Bicycle Level of Service (LOS)	F

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst	Cameron Manley	Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	10-2045 EB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	557	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.33

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.9
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	38.5

Vehicle Results

Average Speed, mi/h	38.5	Percent Followers, %	61.4
Segment Travel Time, minutes	2.22	Follower Density (FD), followers/mi/ln	8.9
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	187	0.70	8.9	C

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	10-2045 WB Love Ave-KY 1319	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	7520
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	1300	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	13.30
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.76

Intermediate Results

Segment Vertical Class	2	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	10.23027	Speed Power Coefficient (p)	0.57327
PF Slope Coefficient (m)	-1.43096	PF Power Coefficient (p)	0.69673
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	31.7
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	7520	-	-	33.6

Vehicle Results

Average Speed, mi/h	33.6	Percent Followers, %	82.1
Segment Travel Time, minutes	2.54	Follower Density (FD), followers/mi/ln	31.7
Vehicle LOS	E		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	435	3.26	31.7	E

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	11-2045 Build EB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	245	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.14

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	2.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	42.9

Vehicle Results

Average Speed, mi/h	42.9	Percent Followers, %	39.6
Segment Travel Time, minutes	1.48	Follower Density (FD), followers/mi/ln	2.3
Vehicle LOS	A		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	61	0.07	2.3	A

Copyright © 2022 University of Florida. All Rights Reserved.

HCS Two-Lane Highway Report

Project Information

Analyst		Date	8/18/2022
Agency		Analysis Year	2045
Jurisdiction	District 5	Time Analyzed	2045 Build PM Peak
Project Description	11-2045 WB KY 1319-Spencer Co Line	Units	U.S. Customary

Segment 1

Vehicle Inputs

Segment Type	Passing Constrained	Length, ft	5600
Measured FFS	Measured	Free-Flow Speed, mi/h	45.0

Demand and Capacity

Directional Demand Flow Rate, veh/h	570	Opposing Demand Flow Rate, veh/h	-
Peak Hour Factor	0.94	Total Trucks, %	9.40
Segment Capacity, veh/h	1700	Demand/Capacity (D/C)	0.34

Intermediate Results

Segment Vertical Class	1	Free-Flow Speed, mi/h	45.0
Speed Slope Coefficient (m)	4.62824	Speed Power Coefficient (p)	0.41674
PF Slope Coefficient (m)	-1.38485	PF Power Coefficient (p)	0.71685
In Passing Lane Effective Length?	No	Total Segment Density, veh/mi/ln	8.3
%Improvement to Percent Followers	0.0	%Improvement to Speed	0.0

Subsegment Data

#	Segment Type	Length, ft	Radius, ft	Superelevation, %	Average Speed, mi/h
1	Tangent	5600	-	-	41.6

Vehicle Results

Average Speed, mi/h	41.6	Percent Followers, %	60.4
Segment Travel Time, minutes	1.53	Follower Density (FD), followers/mi/ln	8.3
Vehicle LOS	C		

Facility Results

T	VMT veh-mi/p	VHD veh-h/p	Follower Density, followers/ mi/ln	LOS
1	142	0.26	8.3	C

Copyright © 2022 University of Florida. All Rights Reserved.

Attachment B – Synchro Delay and Level of Service Table

KY 44 Programming Study

Bullitt County, KY

December 8, 2022

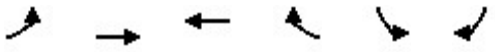
Intersection	Approach	2022 Existing Conditions				2045 No Build				2045 Option 1				2045 Option 2				2045 Option 3				2045 Option 4			
		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
KY 44 at Hester St	Int.	9.6	A	15.6	B	15.5	B	23.1	C	15.2	B	17.4	B	13.3	B	17.1	B	13.3	B	17.1	B	13.3	B	17.1	B
	EB	12.1	B	18.9	B	14.0	B	22.9	C	13.7	B	18.4	B	13.7	B	18.4	B	13.7	B	18.4	B	13.7	B	18.4	B
	WB	6.9	A	13.2	B	18.0	B	24.9	C	17.7	B	17.6	B	13.3	B	17.0	B	13.3	B	17.0	B	13.3	B	17.0	B
	NB	0.2	A	14.9	B	0.4	A	10.5	B	0.3	A	10.5	B	0.3	A	10.5	B	0.3	A	10.5	B	0.3	A	10.5	B
	SB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
KY 44 at Adam Shepherd Pkwy	Int.	34.2	C	54.5	D	37.8	D	65.8	E	28.1	C	57.5	E	30.2	C	51.9	D	30.2	C	51.9	D	30.2	C	51.9	D
	EB	36.9	D	54.7	D	42.7	D	97.5	F	26.9	C	47.5	D	33.5	C	45.6	D	33.5	C	45.6	D	33.5	C	45.6	D
	WB	26.0	C	51.8	D	26.2	C	54.4	D	17.4	B	45.2	D	17.9	B	49.1	D	17.9	B	49.1	D	17.9	B	49.1	D
	NB	23.3	C	30.9	C	24.2	C	49.1	D	24.2	C	47.3	D	24.2	C	47.9	D	24.2	C	47.9	D	24.2	C	47.9	D
	SB	61.3	E	69.0	E	72.8	E	70.0	E	65.9	E	96.3	F	65.9	E	64.7	E	65.9	E	64.7	E	65.9	E	64.7	E
KY 44 at SB I-65 Ramp	Int.	20.0	B	79.8	E	23.7	C	109.7	F	21.6	C	65.2	E	22.5	C	58.3	E	22.5	C	58.3	E	22.5	C	58.3	E
	EB	22.7	C	59.8	E	26.5	C	145.0	F	24.2	C	73.3	E	24.9	C	51.8	D	24.9	C	51.8	D	24.9	C	51.8	D
	WB	12.8	B	50.7	D	15.2	B	60.3	E	19.5	B	43.1	D	21.2	C	42.9	D	21.2	C	42.9	D	21.2	C	42.9	D
	NB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
	SB	26.8	C	142.6	F	32.9	C	126.0	F	20.5	C	82.1	F	20.5	C	84.2	F	20.5	C	84.2	F	20.5	C	84.2	F
KY 44 at NB I-65 Ramp	Int.	9.0	A	17.3	B	9.4	A	17.0	B	11.4	B	19.0	B	11.5	B	18.2	B	11.5	B	18.2	B	11.5	B	18.2	B
	EB	5.7	A	12.4	B	3.3	A	11.6	B	4.2	A	13.1	B	4.6	A	14.2	B	4.6	A	14.2	B	4.6	A	14.2	B
	WB	6.6	A	12.1	B	7.1	A	14.9	B	9.0	A	14.8	B	9.0	A	14.6	B	9.0	A	14.6	B	9.0	A	14.6	B
	NB	19.3	B	32.5	C	24.0	C	28.7	C	27.0	C	34.1	C	27.0	C	30.8	C	27.0	C	30.8	C	27.0	C	30.8	C
	SB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
KY 44 at Lakeview Dr	Int.	63.5	F	201.3	F	183.1	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F
	EB	0.1	A	12.5	B	0.1	A	0.2	A	0.1	A	0.3	A	0.1	A	0.3	A	0.1	A	0.3	A	0.1	A	0.3	A
	WB	0.0	A	0.2	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	NB	63.5	F	201.3	F	183.1	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F	>300	F
	SB	12.1	B	12.5	B	13.1	B	13.5	B	14.4	B	14.8	B	14.4	B	14.8	B	14.4	B	14.8	B	14.4	B	14.8	B
KY 44 at KY 1526	Int.	10.3	B	22.3	C	12.2	B	39.8	D	16.3	B	27.8	C	12.2	B	37.2	D	14.7	B	32.0	C	12.2	B	37.2	D
	EB	7.6	A	18.2	B	9.0	A	40.0	D	9.6	A	28.4	C	9.0	A	40.2	D	7.9	A	28.6	C	9.0	A	40.2	D
	WB	6.9	A	9.7	A	9.0	A	20.3	C	15.2	B	16.9	B	9.0	A	12.2	B	12.3	B	21.5	C	9.0	A	12.2	B
	NB	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	SB	34.6	C	55.6	E	36.9	D	76.1	E	37.7	D	47.1	D	36.9	D	77.2	E	39.9	D	55.8	E	36.9	D	77.2	E
KY 44 at Lloyd Ln / Bogard Ln	Int.	17.4	B	17.8	B	26.5	C	26.3	C	18.7	B	14.6	B	26.5	C	25.3	C	21.2	C	16.1	B	26.5	C	25.3	C
	EB	11.7	B	20.1	C	10.9	B	28.7	C	13.1	B	12.5	B	10.9	B	26.3	C	12.4	B	12.4	B	10.9	B	26.3	C
	WB	15.0	B	11.0	B	23.8	C	15.3	B	17.2	B	11.6	B	23.8	C	15.4	B	14.6	B	10.4	B	23.8	C	15.4	B
	NB	35.2	D	24.4	C	62.2	E	38.4	D	31.8	C	27.9	C	62.2	E	39.5	D	56.7	E	38.2	D	62.2	E	39.5	D
	SB	42.3	D	36.3	D	78.8	E	74.3	E	40.7	D	52.0	D	78.8	E	79.4	E	74.5	E	85.9	F	78.8	E	79.4	E
KY 44 at Bethel Church Rd	Int.	24.8	C	93.0	F	50.6	F	>300	F	29.4	D	15.9	C	35.3	E	56.1	F	29.4	D	15.9	C	35.3	E	56.1	F
	EB	0.7	A	1.0	A	0.8	A	1.2	A	1.0	A	1.5	A	0.8	A	1.2	A	2.2	A	7.0	A	0.8	A	1.2	A
	WB	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	NB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
	SB	24.8	C	93.0	F	50.6	F	>300	F	29.4	D	15.9	C	35.3	E	56.1	F	29.4	D	15.9	C	35.3	E	56.1	F
KY 44 at Greenbriar Rd	Int.	17.5	C	27.9	D	28.8	D	>300	F	20.4	C	29.7	D	24.9	C	59.2	F	20.4	C	29.7	D	24.9	C	59.2	F
	EB	1.2	A	1.8	A	1.3	A	2.1	A	2.8	A	7.0	A	1.3	A	2.1	A	2.8	A	7.0	A	1.3	A	2.1	A
	WB	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	NB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
	SB	17.5	C	27.9	D	28.8	D	>300	F	20.4	C	29.7	D	24.9	C	59.2	F	20.4	C	29.7	D	24.9	C	59.2	F
KY 44 at Fisher Ln / Armstrong Ln	Int.	12.7	B	15.4	B	14.7	B	32.2	C	23.0	C	27.0	C	21.9	C	32.3	C	21.5	C	22.9	C	31.9	C	32.3	C
	EB	11.8	B	14.7	B	16.0	B	35.6	D	27.7	C	30.1	C	19.2	B	34.2	C	18.6	B	22.6	C	34.2	C	34.2	C
	WB	7.0	A	12.6	B	9.2	A	27.0	C	12.6	B	23.8	C	17.2	B	28.7	C	17.6	B	21.4	C	28.0	C	28.7	C
	NB	21.9	C	22.0	C	20.8	C	37.3	D	33.3	C	19.3	B	32.1	C	29.9	C	32.6	C	18.0	B	29.9	C	29.9	C
	SB	29.8	C	42.2	D	26.8	C	54.6	D	21.3	C	63.5	E	25.7	C	71.7	E	20.9	C	60.1	E	71.7	E	71.7	E
KY 44 at US 31EX	Int.	28.7	C	46.1	D	42.5	D	94.8	F	27.4	C	48.3	D	27.9	C	51.0	D	43.1	D	50.4	D	43.3	D	53.5	D
	EB	20.0	B	33.0	C	61.7	E	92.6	F	19.7	B	43.8	D	19.7	B	46.5	D	35.0	C	50.0	D	39.0	D	57.9	E
	WB	19.7	B	39.4	D	61.1	E	114.1	F	22.1	C	44.0	D	23.7	C	46.3	D	39.1	D	29.1	C	39.6	D	28.3	C
	NB	63.5	E	88.6	F	33.2	C	95.0	F	50.4	D	60.1	E	50.4	D	64.5	E	51.1	D	71.7	E	50.2	D	71.7	E
	SB	64.2	E	67.2	E	45.1	D	68.7	E	56.3	E	59.4	E	56.3	E	62.5	E	79.5	E	77.9	E	65.4	E	77.9	E
KY 44 at Oakbrooke Rd	Int.	22.4	C	30.0	D	53.5	F	92.4	F	23.5	C	79.0	F	20.3	C	30.1	D	23.3	C	54.3	F	23.3	C	47.6	E
	EB	1.9	A	1.6	A	2.1	A	1.9	A	2.4	A	2.4	A	2.4	A	2.4	A	1.9	A	1.8	A	1.9	A	1.8	A
	WB	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	NB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
	SB	22.4	C	30.0	D	53.5	F	92.4	F	23.5	C	79.0	F	20.3	C	30.1	D	23.3	C	54.3	F	23.3	C	47.6	E
KY 44 at US 31E	Int.	50.5	D	65.2	E	49.6	D	72.7	E	45.9	D	55.4	E	45.7	D	57.5	E	50.6	D	80.0	F	50.7	D	79.3	E
	EB	69.2	E	83.8	F	68.1	E	68.0	E	53.4	D	60.8	E	52.7	D	61.3	E	60.9	E	83.1	F	61.0	E	84.4	F
	WB	47.4	D	68.3	E	68.4	E	73.9	E	48.7	D	50.5	D	48.7	D	52.6	D	42.9	D	83.3	F	42.9	D	78.8	E
	NB	42.5	D	71.4	E	51.2	D	80.4	F	45.2	D	63.1	E	45.2	D	68.6	E	52.2	D	81.7	F	52.2	D	81.7	F
	SB	34.3	C	48.4	D	35.4	D	72.0	E	34.8	C	51.3	D	34.8	C	53.6	D	41.9	D	74.9	E	41.9	D	74.9	E
KY 44 at KY 1319	Int.	10.2	B	21.7	C	13.5	B	>300	F	14.0	B	14.0	B	12.9	B	265.6	F	12.9	B	265.6	F	12.9	B	265.6	F
	EB	4.1	A	3.6	A	4.4	A	4.0	A	4.3	A	4.3	A	4.3	A	4.2	A	4.3	A	4.2	A	4.3	A	4.2	A
	WB	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A	0.0	A
	NB	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F	-	F
	SB	10.2	B	21.7	C	13.5	B	>300	F	14.0	B	14.0	B	12.9	B	265.6	F	12.9	B	265.6	F	12.9	B	265.6	F

Attachment C – Synchro Output Files

KY 44 Programming Study

Bullitt County, KY

December 8, 2022



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	565	788	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	565	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

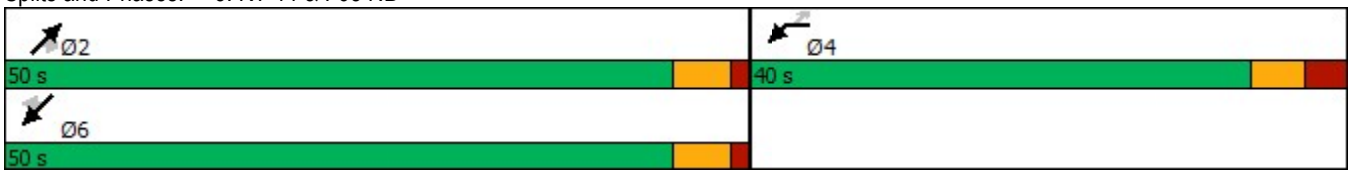
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						266			549			413
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				19.6		19.6		44.9	44.9		44.9	44.9
Actuated g/C Ratio				0.26		0.26		0.59	0.59		0.59	0.59
v/c Ratio				0.64		0.50		0.26	0.47		0.32	0.38
Control Delay				31.6		7.6		8.9	2.5		9.3	2.2
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				31.6		7.6		8.9	2.5		9.3	2.2
LOS				C		A		A	A		A	A
Approach Delay					19.3			5.7			6.6	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	115		0
Storage Lanes	1	1		0	0	0		0	1		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	1583	0	0	0	3454	0	1770	3539	0
Flt Permitted	0.950								0.128		
Satd. Flow (perm)	1770	0	1583	0	0	0	3454	0	238	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			196				27				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	158	0	391	0	0	0	929	174	212	739	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	158	0	391	0	0	0	1103	0	212	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			12			12	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	19.9		19.9				38.7		53.7	53.8	
Actuated g/C Ratio	0.23		0.23				0.45		0.62	0.62	
v/c Ratio	0.39		0.76				0.71		0.71	0.34	
Control Delay	30.7		25.3				22.7		25.9	9.0	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	30.7		25.3				22.7		25.9	9.0	
LOS	C		C				C		C	A	
Approach Delay	26.8						22.7			12.8	
Approach LOS	C						C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 86.6			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 20.0		Intersection LOS: B	
Intersection Capacity Utilization 68.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	65	0	11	5	761	76	0	1005	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	65	11	5	837	0	0	1010	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

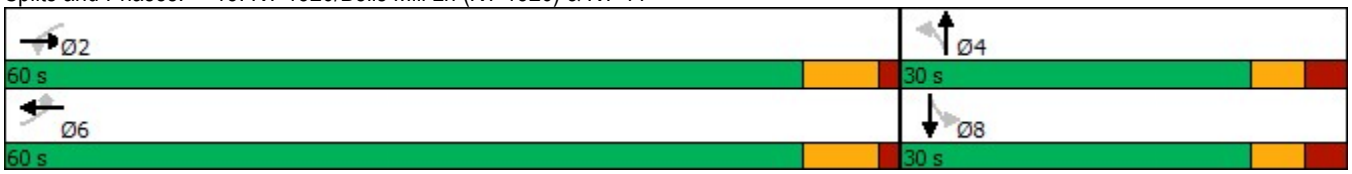
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

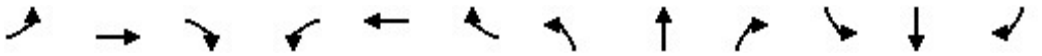
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.341									0.757		
Satd. Flow (perm)	635	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						375					255	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	38	429	0	0	663	375	0	0	0	158	0	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	429	0	0	663	375	0	0	0	158	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.6	53.6			53.6	53.6				14.2	14.2	
Actuated g/C Ratio	0.66	0.66			0.66	0.66				0.18	0.18	
v/c Ratio	0.09	0.35			0.54	0.32				0.64	0.08	
Control Delay	6.8	7.6			10.0	1.6				42.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	6.8	7.6			10.0	1.6				42.8	0.3	
LOS	A	A			A	A				D	A	
Approach Delay		7.6			6.9						34.6	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



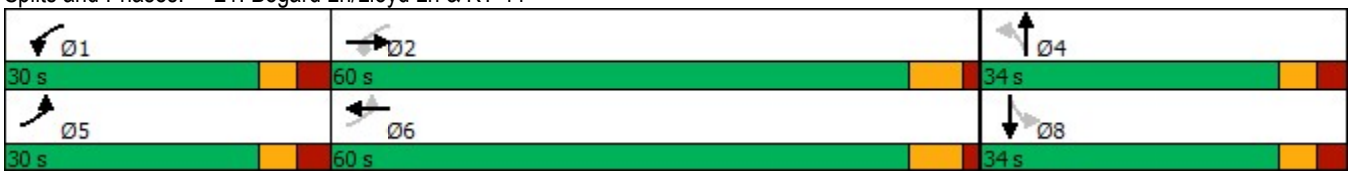


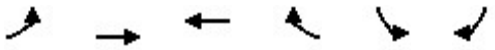
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	1723	0	0	1719	0
Flt Permitted	0.161			0.418			0.599				0.855	
Satd. Flow (perm)	300	1863	1583	779	1852	0	1116	1723	0	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		2			27			30	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	11	495	76	92	913	38	65	27	27	54	27	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	495	76	92	951	0	65	54	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	63.6	54.0	54.0	59.8	62.4		12.5	12.5			12.5	
Actuated g/C Ratio	0.70	0.60	0.60	0.66	0.69		0.14	0.14			0.14	
v/c Ratio	0.04	0.44	0.08	0.16	0.74		0.42	0.21			0.63	
Control Delay	4.9	13.3	2.3	5.3	16.0		45.4	22.9			42.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.9	13.3	2.3	5.3	16.0		45.4	22.9			42.3	
LOS	A	B	A	A	B		D	C			D	
Approach Delay		11.7			15.0			35.2			42.3	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 90.4			
Natural Cycle: 105			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

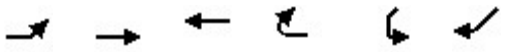
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





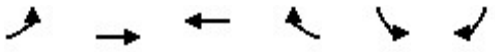
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1855	1859	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1855	1859	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	495	870	11	33	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	881	0	33	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	1852	1861	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	1852	1861	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	516	652	5	5	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	657	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	717	940	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	717	940	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

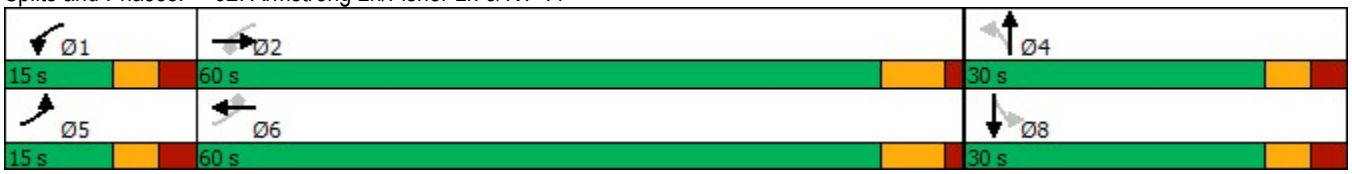
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.9%		ICU Level of Service A	
Analysis Period (min) 15			

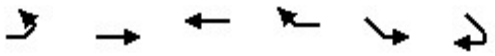
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.443			0.407			0.743			0.354		
Satd. Flow (perm)	825	1863	1583	758	1863	1583	1384	1595	0	659	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			104		261			11	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	11	516	38	92	489	33	92	11	261	11	11	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	516	38	92	489	33	92	272	0	11	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	63.4	54.0	54.0	59.6	62.2	62.2	11.3	11.3		10.3	10.3	
Actuated g/C Ratio	0.71	0.61	0.61	0.67	0.70	0.70	0.13	0.13		0.12	0.12	
v/c Ratio	0.02	0.46	0.04	0.16	0.38	0.03	0.53	0.63		0.14	0.11	
Control Delay	4.3	12.9	0.1	4.9	7.9	0.0	48.6	12.9		39.7	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.3	12.9	0.1	4.9	7.9	0.0	48.6	12.9		39.7	24.8	
LOS	A	B	A	A	A	A	D	B		D	C	
Approach Delay		11.8			7.0			21.9			29.8	
Approach LOS		B			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 89			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 12.7		Intersection LOS: B	
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	620	870	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	870	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.898			0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1673	0	1770	1723	0	1770	1844	0	1770	1848	0
Flt Permitted	0.950			0.950			0.346			0.260		
Satd. Flow (perm)	1770	1673	0	1770	1723	0	645	1844	0	484	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			22			3			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	174	33	71	33	22	22	120	701	49	27	511	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	104	0	33	44	0	120	750	0	27	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0		33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%		17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5		26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	19.9	19.9		8.3	8.3		102.1	97.0		96.0	89.7	
Actuated g/C Ratio	0.13	0.13		0.06	0.06		0.69	0.65		0.65	0.60	
v/c Ratio	0.74	0.39		0.34	0.38		0.24	0.62		0.07	0.48	
Control Delay	81.4	35.5		79.9	51.2		10.0	21.6		9.8	20.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.4	35.5		79.9	51.2		10.0	21.6		9.8	20.2	
LOS	F	D		E	D		A	C		A	C	
Approach Delay		64.2			63.5			20.0			19.7	
Approach LOS		E			E			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 148.7			
Natural Cycle: 135			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 28.7		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1829	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1829	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	190	707	413	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	98	190	707	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

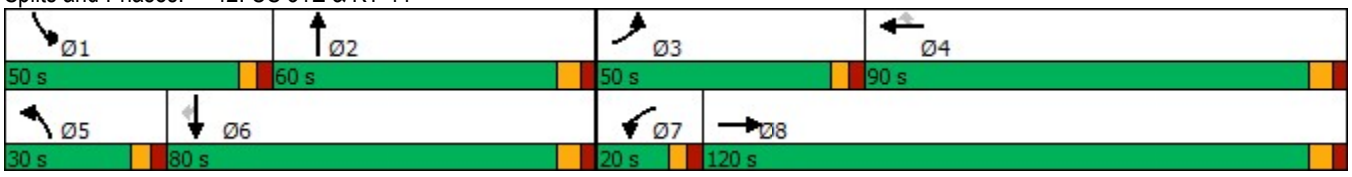
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

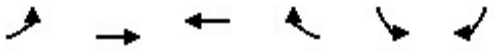
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.979				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1824	0	1770	1863	1583	1770	3486	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1824	0	1770	1863	1583	1770	3486	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				207		4				201
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	359	326	54	22	212	207	65	293	33	141	228	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	380	0	22	212	207	65	326	0	141	228	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	22.5	46.0		7.6	25.6	25.6	11.6	66.2		18.7	73.2	73.2
Actuated g/C Ratio	0.14	0.29		0.05	0.16	0.16	0.07	0.41		0.12	0.46	0.46
v/c Ratio	0.75	0.73		0.27	0.72	0.49	0.51	0.23		0.69	0.14	0.24
Control Delay	77.5	61.4		86.1	78.9	11.0	88.4	33.3		87.0	28.0	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	77.5	61.4		86.1	78.9	11.0	88.4	33.3		87.0	28.0	4.5
LOS	E	E		F	E	B	F	C		F	C	A
Approach Delay		69.2			47.4			42.5			34.3	
Approach LOS		E			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 160.8			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 50.5		Intersection LOS: D	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

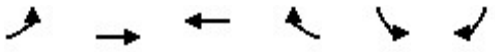
Splits and Phases: 42: US 31E & KY 44





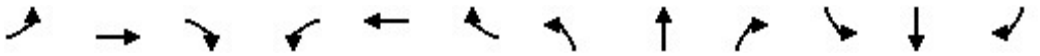
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.959		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1786	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1786	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	98	98	43	22	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	207	141	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	842	652	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	842	652	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.1%		ICU Level of Service A	
Analysis Period (min) 15			

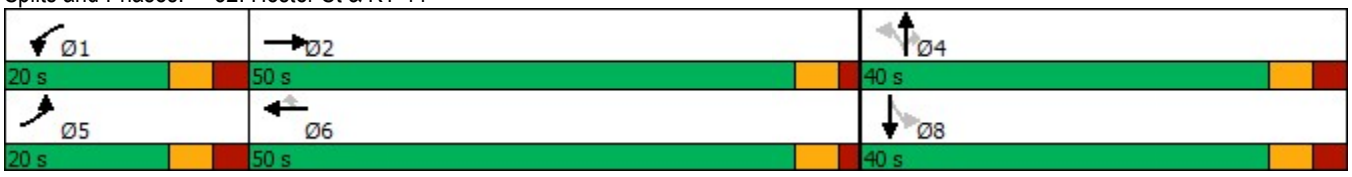


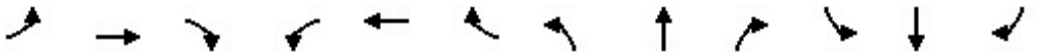
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							357			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	643	8	27	504	0	0	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	27	504	0	0	0	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		58.3		7.5	63.2				10.1			
Actuated g/C Ratio		0.80		0.10	0.87				0.14			
v/c Ratio		0.44		0.15	0.31				0.05			
Control Delay		12.1		37.1	5.3				0.2			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		12.1		37.1	5.3				0.2			
LOS		B		D	A				A			
Approach Delay		12.1			6.9			0.2				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 72.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



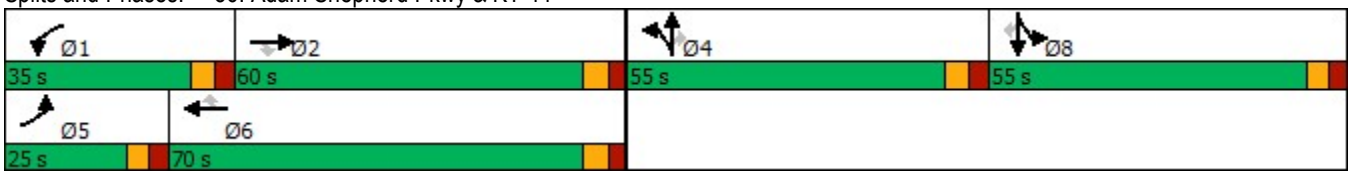


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	0		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.956	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1692	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.956	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1692	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			180			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	49	604	16	163	478	489	20	21	180	165	165	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	10.6	56.7	56.7	18.8	68.3	68.3	13.0	13.0	13.0	21.1	21.1	21.1
Actuated g/C Ratio	0.08	0.41	0.41	0.14	0.50	0.50	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.36	0.41	0.02	0.67	0.27	0.50	0.12	0.12	0.58	0.64	0.63	0.10
Control Delay	74.7	34.7	0.1	74.2	26.1	9.9	59.3	59.2	15.1	67.7	67.4	0.5
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.7	34.8	0.1	74.2	26.1	9.9	59.3	59.2	15.1	67.7	67.4	0.5
LOS	E	C	A	E	C	A	E	E	B	E	E	A
Approach Delay		36.9			26.0			23.3			61.3	
Approach LOS		D			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 137.1			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	320	0	0	330
Future Volume (vph)	0	0	320	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	0	0	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	348	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.7%		ICU Level of Service A	
Analysis Period (min) 15			



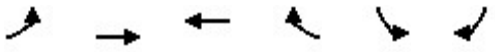
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	190	0	0	220	0	0
Future Volume (vph)	190	0	0	220	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	0	239	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	239	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			



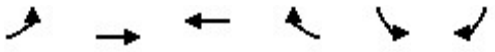
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	210	0	0	250	0	0
Future Volume (vph)	210	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	0	272	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	0	272	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	320	0	0	0
Future Volume (vph)	0	280	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	348	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	348	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	982	705	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	705	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

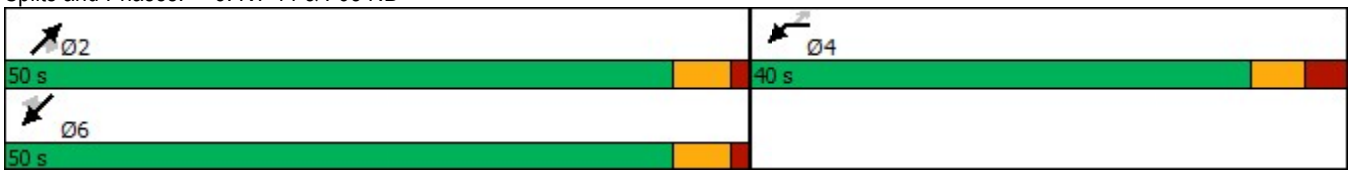
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71			408			261
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				30.2		30.2		44.8	44.8		44.8	44.8
Actuated g/C Ratio				0.35		0.35		0.52	0.52		0.52	0.52
v/c Ratio				0.84		0.55		0.56	0.40		0.47	0.28
Control Delay				39.6		21.1		16.3	2.7		15.0	2.5
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				39.6		21.1		16.3	2.7		15.0	2.5
LOS				D		C		B	A		B	A
Approach Delay					32.5			12.4			12.1	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.9			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	115		0
Storage Lanes	1	1		0	0	0		0	1		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	1583	0	0	0	3398	0	1770	3539	0
Flt Permitted	0.950								0.089		
Satd. Flow (perm)	1770	0	1583	0	0	0	3398	0	166	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			114				66				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	353	0	745	0	0	0	1071	391	304	1065	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	353	0	745	0	0	0	1462	0	304	1065	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			12			12	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	28.5		28.5				38.6		53.5	53.6	
Actuated g/C Ratio	0.30		0.30				0.41		0.56	0.56	
v/c Ratio	0.66		1.34				1.03		1.28	0.53	
Control Delay	36.3		193.0				59.8		178.8	14.1	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	36.3		193.0				59.8		178.8	14.1	
LOS	D		F				E		F	B	
Approach Delay	142.6						59.8			50.7	
Approach LOS	F						E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 95			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.34			
Intersection Signal Delay: 79.8		Intersection LOS: E	
Intersection Capacity Utilization 88.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	38	0	5	22	1201	120	0	1071	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	38	5	22	1321	0	0	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

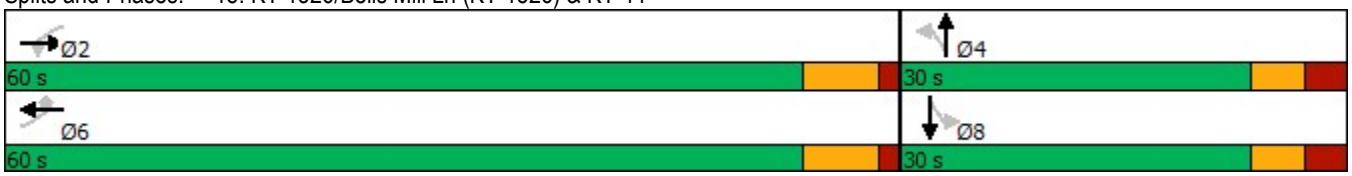
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.381									0.757		
Satd. Flow (perm)	710	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						168					329	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	54	848	0	0	549	168	0	0	0	326	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	848	0	0	549	168	0	0	0	326	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.5	53.5			53.5	53.5				22.5	22.5	
Actuated g/C Ratio	0.60	0.60			0.60	0.60				0.25	0.25	
v/c Ratio	0.13	0.76			0.49	0.16				0.92	0.08	
Control Delay	9.0	18.8			12.1	1.7				64.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	9.0	18.8			12.1	1.7				64.8	0.3	
LOS	A	B			B	A				E	A	
Approach Delay		18.2			9.7						55.6	
Approach LOS		B			A						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

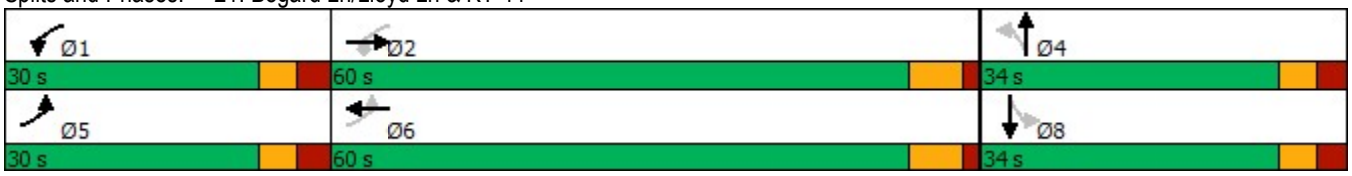


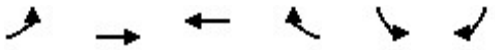
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	1863	1583	1770	1840	0	1770	1624	0	0	1716	0
Flt Permitted	0.316			0.106			0.811				0.823	
Satd. Flow (perm)	589	1863	1583	197	1840	0	1511	1624	0	0	1443	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		4			65			29	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	38	1027	103	65	636	54	38	11	65	38	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1027	103	65	690	0	38	76	0	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	61.1	56.7	56.7	59.9	59.4		9.0	9.0			9.0	
Actuated g/C Ratio	0.73	0.68	0.68	0.72	0.71		0.11	0.11			0.11	
v/c Ratio	0.07	0.81	0.09	0.25	0.53		0.24	0.33			0.48	
Control Delay	3.8	22.4	2.9	6.1	11.5		40.0	16.5			36.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.8	22.4	2.9	6.1	11.5		40.0	16.5			36.3	
LOS	A	C	A	A	B		D	B			D	
Approach Delay		20.1			11.0			24.4			36.3	
Approach LOS		C			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 83.7			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

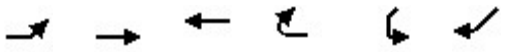
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





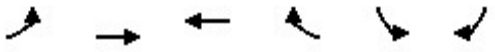
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1853	1846	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1853	1846	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	973	761	54	38	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1082	815	0	38	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 105.8%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	1846	1861	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	1846	1861	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	853	652	5	5	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	657	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 106.4%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1087	815	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1087	815	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

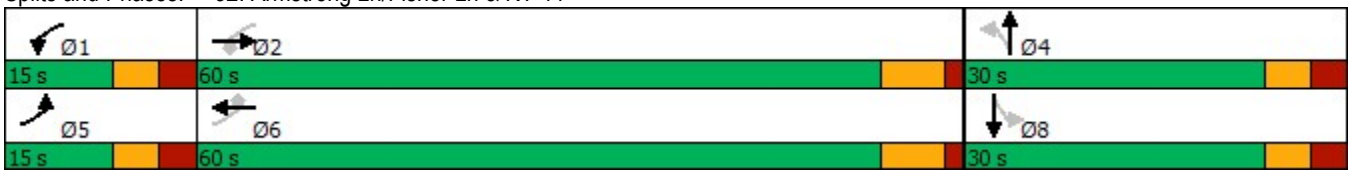
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

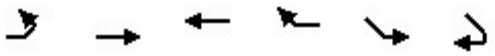
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.859			0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1600	0	1770	1663	0
Flt Permitted	0.306			0.259			0.732			0.435		
Satd. Flow (perm)	570	1863	1583	482	1863	1583	1364	1600	0	810	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			120		179			27	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	38	728	92	337	701	120	54	11	179	43	11	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	728	92	337	701	120	54	190	0	43	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	64.7	53.4	53.4	62.0	60.9	60.9	9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.71	0.59	0.59	0.68	0.67	0.67	0.10	0.10		0.10	0.10	
v/c Ratio	0.08	0.66	0.09	0.75	0.56	0.11	0.39	0.59		0.52	0.20	
Control Delay	3.9	16.9	1.9	17.6	12.1	1.9	46.1	15.1		61.0	20.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.9	16.9	1.9	17.6	12.1	1.9	46.1	15.1		61.0	20.8	
LOS	A	B	A	B	B	A	D	B		E	C	
Approach Delay		14.7			12.6			22.0			42.2	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 90.8			
Natural Cycle: 70			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 15.4		Intersection LOS: B	
Intersection Capacity Utilization 89.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	739	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1000	739	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.873			0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1626	0	1770	1807	0	1770	1844	0	1770	1855	0
Flt Permitted	0.950			0.950			0.142			0.187		
Satd. Flow (perm)	1770	1626	0	1770	1807	0	265	1844	0	348	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		136			5			3			1	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	163	54	304	82	65	16	158	739	54	22	772	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	358	0	82	81	0	158	793	0	22	794	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0		33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%		17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5		26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.3	29.3		13.1	13.1		102.3	97.1		95.8	89.4	
Actuated g/C Ratio	0.18	0.18		0.08	0.08		0.62	0.58		0.58	0.54	
v/c Ratio	0.52	0.90		0.59	0.55		0.64	0.73		0.09	0.79	
Control Delay	68.2	66.7		92.5	84.7		28.6	33.9		15.4	40.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.2	66.7		92.5	84.7		28.6	33.9		15.4	40.0	
LOS	E	E		F	F		C	C		B	D	
Approach Delay		67.2			88.6			33.0			39.4	
Approach LOS		E			F			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 166			
Natural Cycle: 145			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 46.1		Intersection LOS: D	
Intersection Capacity Utilization 91.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1833	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	147	147	772	668	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	147	147	772	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

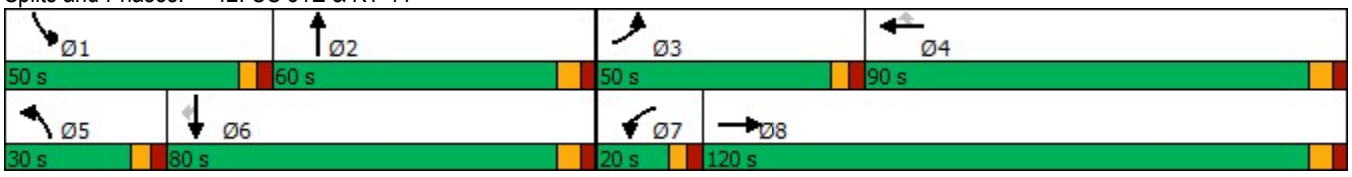
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

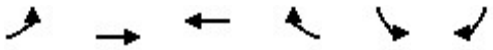
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.975				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1816	0	1770	1863	1583	1770	3479	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1816	0	1770	1863	1583	1770	3479	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				196		5				283
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	348	380	76	65	380	196	92	326	43	326	576	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	456	0	65	380	196	92	369	0	326	576	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	25.5	60.7		11.8	47.0	47.0	15.8	53.0		43.8	81.0	81.0
Actuated g/C Ratio	0.13	0.31		0.06	0.24	0.24	0.08	0.27		0.22	0.41	0.41
v/c Ratio	0.78	0.81		0.61	0.86	0.37	0.65	0.39		0.83	0.40	0.35
Control Delay	96.9	73.8		117.8	90.8	8.3	110.8	61.5		92.1	44.8	5.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	96.9	73.8		117.8	90.8	8.3	110.8	61.5		92.1	44.8	5.5
LOS	F	E		F	F	A	F	E		F	D	A
Approach Delay		83.8			68.3			71.4			48.4	
Approach LOS		F			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 197.1			
Natural Cycle: 150			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 65.2		Intersection LOS: E	
Intersection Capacity Utilization 79.7%		ICU Level of Service D	
Analysis Period (min) 15			

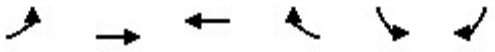
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1822	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1822	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	310	174	33	54	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	549	207	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	951	1158	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	951	1158	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

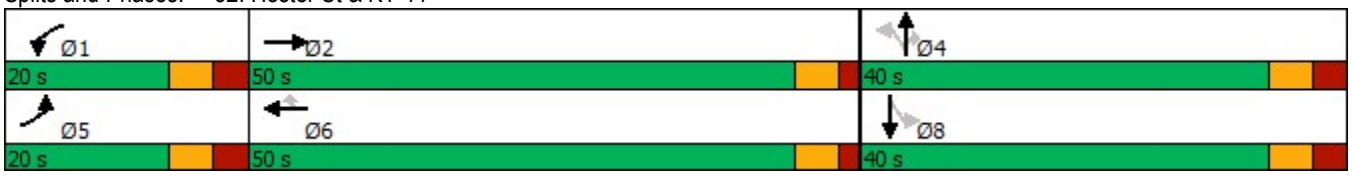
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.950				0.757				
Satd. Flow (perm)	1863	1842	0	1770	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							88			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	586	48	104	707	0	29	0	77	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	104	707	0	0	29	77	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		51.0		10.4	64.5			11.3	11.3			
Actuated g/C Ratio		0.61		0.12	0.77			0.14	0.14			
v/c Ratio		0.56		0.47	0.49			0.15	0.27			
Control Delay		18.9		44.9	8.2			33.3	8.0			
Queue Delay		0.0		0.0	0.3			0.0	0.0			
Total Delay		18.9		44.9	8.5			33.3	8.0			
LOS		B		D	A			C	A			
Approach Delay		18.9			13.2			14.9				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 83.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44

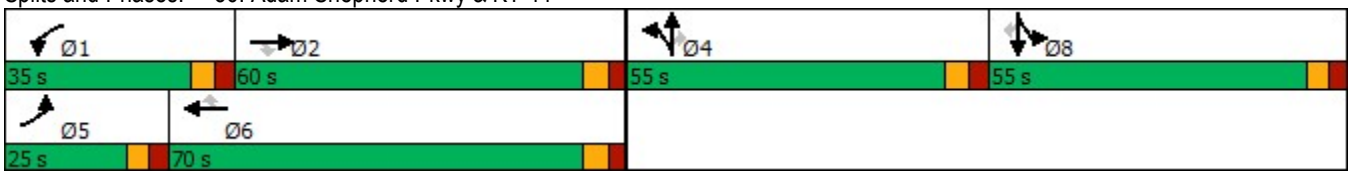


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	0		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.959	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1697	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.959	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1697	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			232			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	118	538	47	272	761	777	21	55	239	370	366	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	16.4	53.7	53.7	28.8	66.1	66.1	16.1	16.1	16.1	43.5	43.5	43.5
Actuated g/C Ratio	0.10	0.32	0.32	0.17	0.39	0.39	0.10	0.10	0.10	0.26	0.26	0.26
v/c Ratio	0.69	0.48	0.08	0.90	0.55	0.92	0.12	0.31	0.66	0.85	0.84	0.21
Control Delay	96.0	50.4	0.3	99.8	44.7	42.0	69.8	74.7	17.4	79.0	77.0	5.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	96.0	50.4	0.3	99.8	44.7	42.0	69.8	74.7	17.4	79.0	77.0	5.1
LOS	F	D	A	F	D	D	E	E	B	E	E	A
Approach Delay		54.7			51.8			30.9			69.0	
Approach LOS		D			D			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 168.8			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 54.5		Intersection LOS: D	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	640	0	0	550
Future Volume (vph)	0	0	640	0	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	696	0	0	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	696	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			



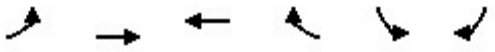
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	0	0	527	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	549	0	0	527	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			



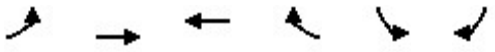
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	0	0	554	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	0	0	554	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	610	530	0	0	0
Future Volume (vph)	0	610	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	576	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	663	576	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	712	993	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	993	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						219			582			520
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	126%	126%	126%	112%	106%	126%	113%	126%
Adj. Flow (vph)	0	0	0	305	0	383	0	603	582	0	749	520
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	305	0	383	0	603	582	0	749	520
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				38.0		38.0		47.0	47.0		47.0	47.0
Total Split (%)				44.7%		44.7%		55.3%	55.3%		55.3%	55.3%
Maximum Green (s)				31.5		31.5		41.7	41.7		41.7	41.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				22.6		22.6		50.6	50.6		50.6	50.6
Actuated g/C Ratio				0.27		0.27		0.60	0.60		0.60	0.60
v/c Ratio				0.65		0.66		0.29	0.49		0.36	0.45
Control Delay				33.6		16.3		5.1	1.3		10.4	2.5
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				33.6		16.3		5.1	1.3		10.4	2.5
LOS				C		B		A	A		B	A
Approach Delay					24.0			3.3			7.1	
Approach LOS					C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 31 (36%), Referenced to phase 2:NET and 6:SWT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.66	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 48.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: KY 44 & I-65 NB

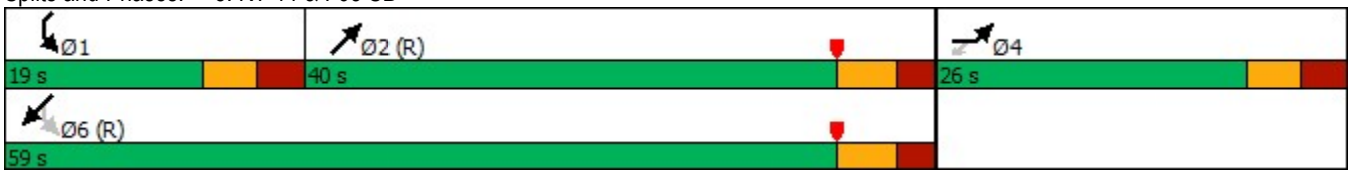


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	115		0
Storage Lanes	1	1		0	0	0		0	1		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	1583	0	0	0	3454	0	1770	3539	0
Flt Permitted	0.950								0.097		
Satd. Flow (perm)	1770	0	1583	0	0	0	3454	0	181	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			209				30				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	126%	106%	106%	106%	106%	106%	106%	106%	126%	106%	126%
Adj. Flow (vph)	199	0	415	0	0	0	985	184	267	783	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	199	0	415	0	0	0	1169	0	267	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			12			12	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	26.0		26.0				40.0		19.0	59.0	
Total Split (%)	30.6%		30.6%				47.1%		22.4%	69.4%	
Maximum Green (s)	19.5		19.5				33.6		12.5	52.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	17.8		17.8				36.1		54.2	54.3	
Actuated g/C Ratio	0.21		0.21				0.42		0.64	0.64	
v/c Ratio	0.54		0.84				0.79		0.80	0.35	
Control Delay	35.4		31.8				26.5		39.3	7.0	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	35.4		31.8				26.5		39.3	7.0	
LOS	D		C				C		D	A	
Approach Delay	32.9						26.5			15.2	
Approach LOS	C						C			B	

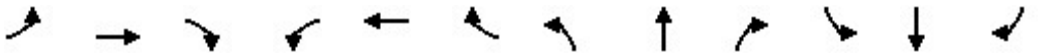
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 11 (13%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 23.7		Intersection LOS: C	
Intersection Capacity Utilization 72.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.985			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3486	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3486	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	116%	126%	126%	117%	126%
Adj. Flow (vph)	0	0	7	82	0	14	7	883	96	0	1176	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	82	14	7	979	0	0	1183	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.6%	ICU Level of Service	A
Analysis Period (min)	15		

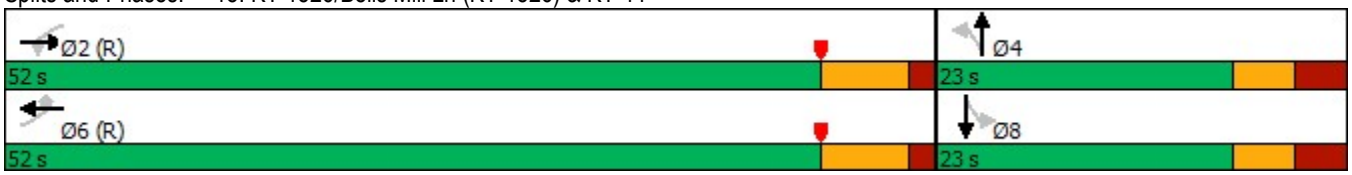


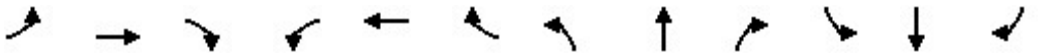
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.225									0.757		
Satd. Flow (perm)	419	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						473					179	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	541	0	0	835	473	0	0	0	199	0	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	541	0	0	835	473	0	0	0	199	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	52.0	52.0		52.0	52.0	52.0	23.0	23.0		23.0	23.0	
Total Split (%)	69.3%	69.3%		69.3%	69.3%	69.3%	30.7%	30.7%		30.7%	30.7%	
Maximum Green (s)	45.5	45.5		45.5	45.5	45.5	16.5	16.5		16.5	16.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	47.7	47.7			47.7	47.7				14.3	14.3	
Actuated g/C Ratio	0.64	0.64			0.64	0.64				0.19	0.19	
v/c Ratio	0.18	0.46			0.70	0.40				0.74	0.11	
Control Delay	8.5	9.0			13.2	1.8				45.7	0.5	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	8.5	9.0			13.2	1.8				45.7	0.5	
LOS	A	A			B	A				D	A	
Approach Delay		9.0			9.0						36.9	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 65 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



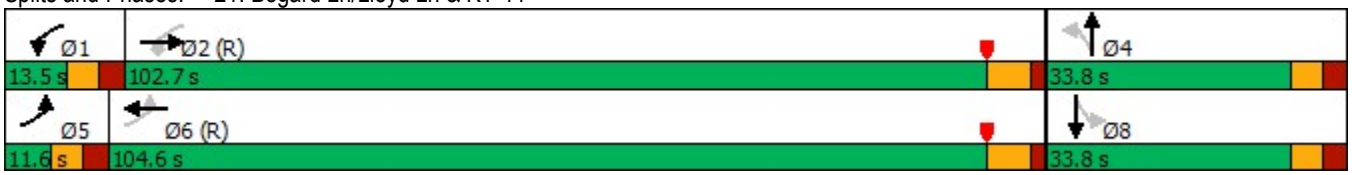


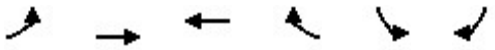
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	1723	0	0	1719	0
Flt Permitted	0.067			0.350			0.479				0.850	
Satd. Flow (perm)	125	1863	1583	652	1852	0	892	1723	0	0	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96		3			29			24	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	14	623	96	116	1150	48	82	34	34	68	34	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	623	96	116	1198	0	82	68	0	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	102.7	102.7	13.5	104.6		33.8	33.8		33.8	33.8	
Total Split (%)	7.7%	68.5%	68.5%	9.0%	69.7%		22.5%	22.5%		22.5%	22.5%	
Maximum Green (s)	5.1	96.1	96.1	7.0	98.0		27.3	27.3		27.3	27.3	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	113.4	102.0	102.0	109.5	111.1		21.0	21.0			21.0	
Actuated g/C Ratio	0.76	0.68	0.68	0.73	0.74		0.14	0.14			0.14	
v/c Ratio	0.09	0.49	0.09	0.22	0.87		0.66	0.26			0.81	
Control Delay	5.2	12.5	1.5	5.9	25.5		84.2	35.6			78.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	5.2	12.5	1.5	5.9	25.5		84.2	35.6			78.8	
LOS	A	B	A	A	C		F	D			E	
Approach Delay		10.9			23.8			62.2			78.8	
Approach LOS		B			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

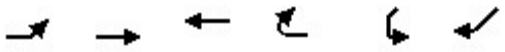
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





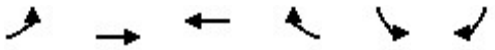
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1855	1859	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1855	1859	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	623	1096	14	41	151
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	671	1110	0	41	151
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		



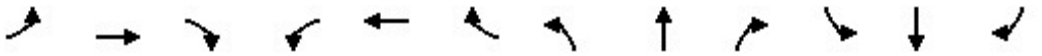
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	1852	1861	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	1852	1861	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	96	651	822	7	7	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	829	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	904	1185	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	904	1185	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.7%		ICU Level of Service B	
Analysis Period (min) 15			

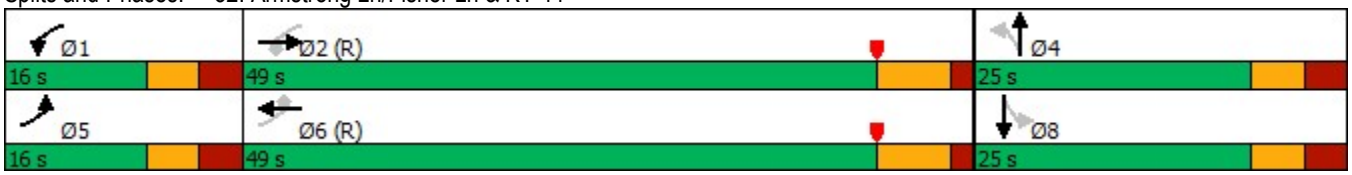


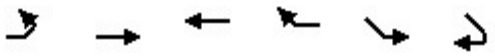
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.348			0.293			0.739			0.312		
Satd. Flow (perm)	648	1863	1583	546	1863	1583	1377	1595	0	581	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		329			14	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	14	651	48	116	616	41	116	14	329	14	14	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	651	48	116	616	41	116	343	0	14	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2		6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	16.0	49.0	49.0	16.0	49.0	49.0	25.0	25.0		25.0	25.0	
Total Split (%)	17.8%	54.4%	54.4%	17.8%	54.4%	54.4%	27.8%	27.8%		27.8%	27.8%	
Maximum Green (s)	9.5	42.4	42.4	9.5	42.4	42.4	18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	62.9	52.6	52.6	59.0	61.5	61.5	12.8	12.8		11.5	11.5	
Actuated g/C Ratio	0.70	0.58	0.58	0.66	0.68	0.68	0.14	0.14		0.13	0.13	
v/c Ratio	0.03	0.60	0.05	0.25	0.48	0.04	0.59	0.67		0.19	0.12	
Control Delay	5.2	17.4	0.1	6.4	10.3	0.1	47.6	11.8		37.6	21.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.2	17.4	0.1	6.4	10.3	0.1	47.6	11.8		37.6	21.4	
LOS	A	B	A	A	B	A	D	B		D	C	
Approach Delay		16.0			9.2			20.8			26.8	
Approach LOS		B			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	781	1096	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	781	1096	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

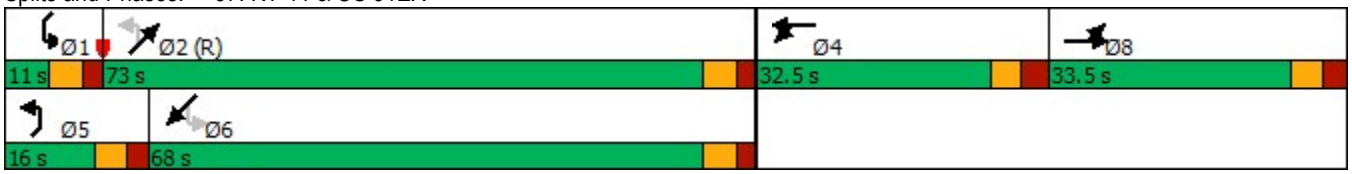
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.897			0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1671	0	1770	1723	0	1770	1844	0	1770	1848	0
Flt Permitted	0.950			0.950			0.216			0.099		
Satd. Flow (perm)	1770	1671	0	1770	1723	0	402	1844	0	184	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		64			27			3			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	219	41	89	41	27	27	151	883	62	34	644	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	130	0	41	54	0	151	945	0	34	678	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	33.5	33.5		32.5	32.5		16.0	73.0		11.0	68.0	
Total Split (%)	22.3%	22.3%		21.7%	21.7%		10.7%	48.7%		7.3%	45.3%	
Maximum Green (s)	27.0	27.0		26.0	26.0		10.0	67.0		5.0	62.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	23.7	23.7		8.9	8.9		100.1	90.6		89.7	83.1	
Actuated g/C Ratio	0.16	0.16		0.06	0.06		0.67	0.60		0.60	0.55	
v/c Ratio	0.78	0.41		0.39	0.43		0.40	0.85		0.19	0.66	
Control Delay	79.6	31.6		78.1	48.2		14.0	36.2		19.8	46.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	79.6	31.6		78.1	48.2		14.0	36.2		19.8	46.4	
LOS	E	C		E	D		B	D		B	D	
Approach Delay		61.7			61.1			33.2			45.1	
Approach LOS		E			E			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NETL, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 42.6		Intersection LOS: D	
Intersection Capacity Utilization 83.6%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1829	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1829	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	41	123	240	890	520	82
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	123	240	890	602	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

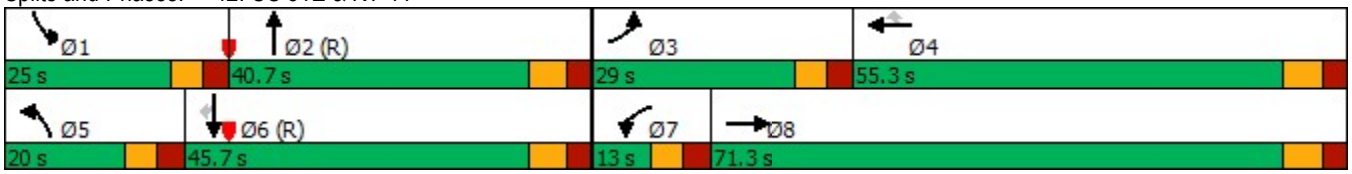
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.3%		ICU Level of Service B	
Analysis Period (min) 15			

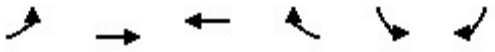
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.979				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1824	0	1770	1863	1583	1770	3476	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1824	0	1770	1863	1583	1770	3476	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				303		9				253
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	126%	126%	126%	158%	126%	158%	126%	126%	158%	158%	126%	126%
Adj. Flow (vph)	452	411	68	34	267	326	82	370	52	223	288	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	452	479	0	34	267	326	82	422	0	223	288	253
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	29.0	71.3		13.0	55.3	55.3	20.0	40.7		25.0	45.7	45.7
Total Split (%)	19.3%	47.5%		8.7%	36.9%	36.9%	13.3%	27.1%		16.7%	30.5%	30.5%
Maximum Green (s)	22.5	64.0		6.5	48.0	48.0	13.5	33.4		18.5	38.4	38.4
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	22.0	48.3		6.3	30.2	30.2	12.3	43.5		26.8	57.9	57.9
Actuated g/C Ratio	0.15	0.32		0.04	0.20	0.20	0.08	0.29		0.18	0.39	0.39
v/c Ratio	0.90	0.81		0.46	0.71	0.58	0.57	0.42		0.71	0.21	0.33
Control Delay	89.3	48.2		90.1	65.6	10.7	80.7	45.4		70.9	34.0	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	89.3	48.2		90.1	65.6	10.7	80.7	45.4		70.9	34.0	5.6
LOS	F	D		F	E	B	F	D		E	C	A
Approach Delay		68.1			38.4			51.2			35.4	
Approach LOS		E			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 49.6		Intersection LOS: D	
Intersection Capacity Utilization 74.8%		ICU Level of Service D	
Analysis Period (min) 15			

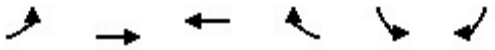
Splits and Phases: 42: US 31E & KY 44





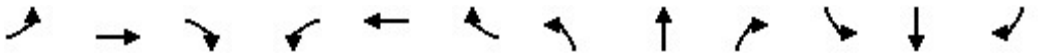
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	125	110	90	40	20	125
Future Volume (vph)	125	110	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.958		0.883	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1785	0	1633	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1785	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	215	189	155	69	34	215
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	404	224	0	249	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.4%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1061	822	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1061	822	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

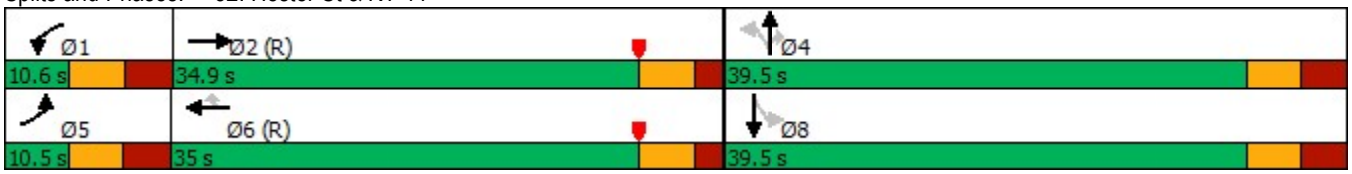


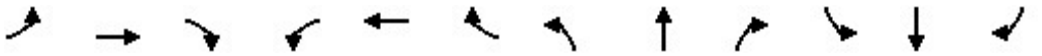
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							200			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	682	8	29	535	0	0	0	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	0	29	535	0	0	0	28	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	34.9		10.6	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.1%		12.5%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.5		4.1	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		63.8		6.4	68.9				11.4			
Actuated g/C Ratio		0.75		0.08	0.81				0.13			
v/c Ratio		0.49		0.22	0.35				0.07			
Control Delay		14.0		42.7	16.7				0.4			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		14.0		42.7	16.7				0.4			
LOS		B		D	B				A			
Approach Delay		14.0			18.0			0.4				
Approach LOS		B			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 66 (78%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 15.5		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



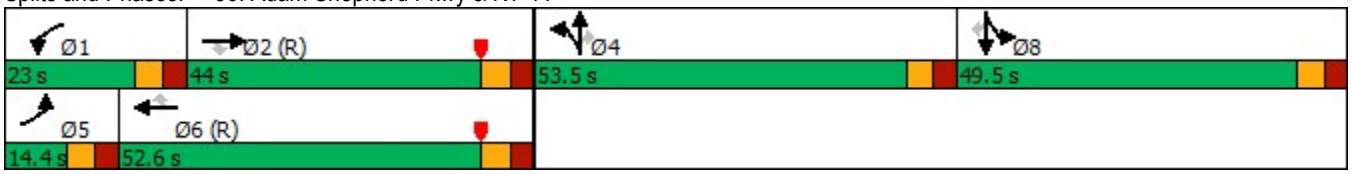


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	0		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.956	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1692	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.956	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1692	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			427			191			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Shared Lane Traffic (%)										48%		
Lane Group Flow (vph)	52	641	17	173	507	518	21	22	191	176	175	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	14.4	44.0	44.0	23.0	52.6	52.6	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	8.5%	25.9%	25.9%	13.5%	30.9%	30.9%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	7.9	37.1	37.1	16.5	45.7	45.7	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	10.1	78.3	78.3	23.8	94.9	94.9	15.5	15.5	15.5	26.0	26.0	26.0
Actuated g/C Ratio	0.06	0.46	0.46	0.14	0.56	0.56	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.50	0.39	0.02	0.70	0.26	0.48	0.13	0.13	0.60	0.69	0.68	0.10
Control Delay	97.0	39.4	0.1	77.6	25.4	9.7	65.4	65.3	14.9	80.5	79.9	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	97.0	39.4	0.1	77.6	25.4	9.8	65.4	65.3	14.9	80.5	79.9	0.5
LOS	F	D	A	E	C	A	E	E	B	F	E	A
Approach Delay		42.7			26.2			24.2			72.8	
Approach LOS		D			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 30 (18%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 37.8		Intersection LOS: D	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	380	0	0	330
Future Volume (vph)	0	0	380	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	0	653	0	0	567
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	653	0	0	567
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			



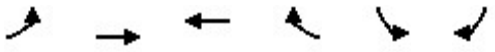
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	275	0	0	220	0	0
Future Volume (vph)	275	0	0	220	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	472	0	0	378	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	472	0	0	378	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.2%		ICU Level of Service A	
Analysis Period (min) 15			



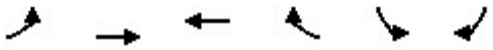
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	320	0	0	250	0	0
Future Volume (vph)	320	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	550	0	0	429	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	550	0	0	429	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	350	320	0	0	0
Future Volume (vph)	0	350	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	601	550	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	601	550	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1237	889	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1237	889	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						30			432			329
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	126%	126%	126%	113%	106%	126%	113%	126%
Adj. Flow (vph)	0	0	0	547	0	411	0	1148	432	0	964	329
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	547	0	411	0	1148	432	0	964	329
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			10			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				44.0		44.0		41.0	41.0		41.0	41.0
Total Split (%)				51.8%		51.8%		48.2%	48.2%		48.2%	48.2%
Maximum Green (s)				37.5		37.5		35.7	35.7		35.7	35.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				33.0		33.0		40.2	40.2		40.2	40.2
Actuated g/C Ratio				0.39		0.39		0.47	0.47		0.47	0.47
v/c Ratio				0.80		0.65		0.69	0.44		0.58	0.36
Control Delay				32.0		24.2		14.7	3.5		18.9	3.1
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				32.0		24.2		14.7	3.5		18.9	3.1
LOS				C		C		B	A		B	A
Approach Delay					28.7			11.6			14.9	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 50			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 17.0		Intersection LOS: B	
Intersection Capacity Utilization 64.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB



Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	115		0
Storage Lanes	1	1		0	0	0		0	1		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	1583	0	0	0	3398	0	1770	3539	0
Flt Permitted	0.950								0.058		
Satd. Flow (perm)	1770	0	1583	0	0	0	3398	0	108	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			73				35				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	126%	106%	106%	106%	106%	106%	106%	106%	126%	106%	126%
Adj. Flow (vph)	445	0	789	0	0	0	1135	415	383	1129	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	445	0	789	0	0	0	1550	0	383	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			12			12	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	69.0		69.0				69.0		32.0	101.0	
Total Split (%)	40.6%		40.6%				40.6%		18.8%	59.4%	
Maximum Green (s)	62.5		62.5				62.6		25.5	94.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	62.5		62.5				62.6		94.5	94.6	
Actuated g/C Ratio	0.37		0.37				0.37		0.56	0.56	
v/c Ratio	0.68		1.26				1.22		1.24	0.57	
Control Delay	51.9		167.8				145.0		172.6	22.1	
Queue Delay	0.0		0.0				0.0		0.0	0.1	
Total Delay	51.9		167.8				145.0		172.6	22.2	
LOS	D		F				F		F	C	
Approach Delay	126.0						145.0			60.3	
Approach LOS	F						F			E	

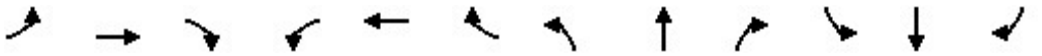
Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWTL, Start of Yellow			
Natural Cycle: 130			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.26			
Intersection Signal Delay: 109.7		Intersection LOS: F	
Intersection Capacity Utilization 99.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.985			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3486	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3486	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	115%	126%	126%	116%	126%
Adj. Flow (vph)	0	0	7	48	0	7	27	1381	151	0	1242	7
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	7	0	0	48	7	27	1532	0	0	1249	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

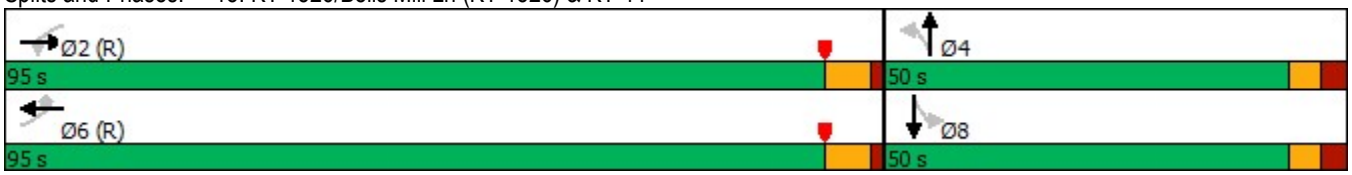


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.272									0.757		
Satd. Flow (perm)	507	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						212					249	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	68	1068	0	0	692	212	0	0	0	411	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1068	0	0	692	212	0	0	0	411	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	95.0	95.0		95.0	95.0	95.0	50.0	50.0		50.0	50.0	
Total Split (%)	65.5%	65.5%		65.5%	65.5%	65.5%	34.5%	34.5%		34.5%	34.5%	
Maximum Green (s)	88.5	88.5		88.5	88.5	88.5	43.5	43.5		43.5	43.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	88.7	88.7			88.7	88.7				43.3	43.3	
Actuated g/C Ratio	0.61	0.61			0.61	0.61				0.30	0.30	
v/c Ratio	0.22	0.94			0.61	0.20				0.98	0.11	
Control Delay	15.0	41.6			24.8	5.7				88.6	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	15.0	41.6			24.8	5.7				88.6	0.3	
LOS	B	D			C	A				F	A	
Approach Delay		40.0			20.3						76.1	
Approach LOS		D			C						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 90 (62%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 39.8		Intersection LOS: D	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

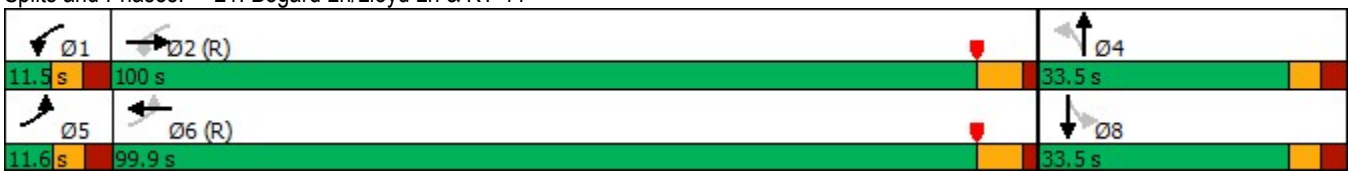


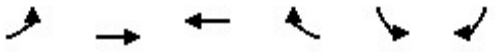
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	1863	1583	1770	1840	0	1770	1624	0	0	1716	0
Flt Permitted	0.245			0.039			0.589				0.764	
Satd. Flow (perm)	456	1863	1583	73	1840	0	1097	1624	0	0	1339	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77		6			82			24	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	1294	130	82	801	68	48	14	82	48	14	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1294	130	82	869	0	48	96	0	0	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	100.0	100.0	11.5	99.9		33.5	33.5		33.5	33.5	
Total Split (%)	8.0%	69.0%	69.0%	7.9%	68.9%		23.1%	23.1%		23.1%	23.1%	
Maximum Green (s)	5.1	93.4	93.4	5.0	93.3		27.0	27.0		27.0	27.0	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	112.7	102.7	102.7	111.4	107.4		14.1	14.1			14.1	
Actuated g/C Ratio	0.78	0.71	0.71	0.77	0.74		0.10	0.10			0.10	
v/c Ratio	0.12	0.98	0.11	0.53	0.64		0.45	0.41			0.72	
Control Delay	3.0	32.2	2.7	35.0	13.5		73.3	20.9			74.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.0	32.2	2.7	35.0	13.5		73.3	20.9			74.3	
LOS	A	C	A	C	B		E	C			E	
Approach Delay		28.7			15.3			38.4			74.3	
Approach LOS		C			B			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 145			
Actuated Cycle Length: 145			
Offset: 21 (14%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 26.3		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

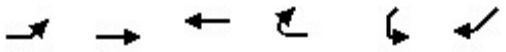
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





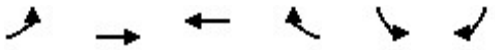
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1853	1846	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1853	1846	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	137	1226	959	68	48	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1363	1027	0	48	68
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		



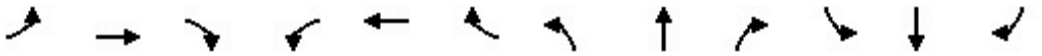
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	1846	1861	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	1846	1861	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	247	1075	822	7	7	288
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1322	829	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 131.5%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1370	1027	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1370	1027	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

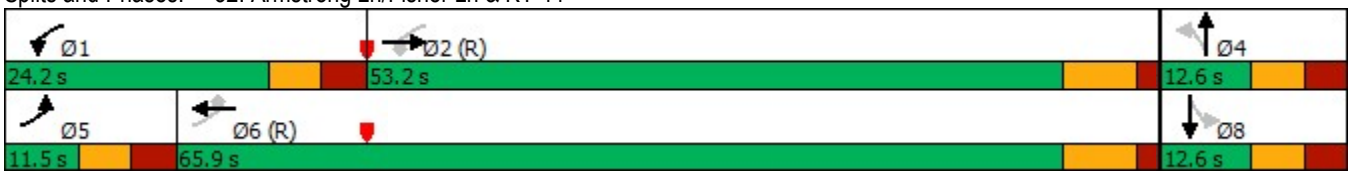


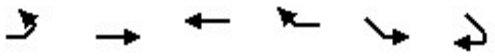
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.859			0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	1770	1600	0	1770	1665	0
Flt Permitted	0.221			0.086			0.726			0.656		
Satd. Flow (perm)	412	1863	1583	160	1863	1583	1352	1600	0	1222	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			151		226			34	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	918	116	425	883	151	68	14	226	55	14	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	918	116	425	883	151	68	240	0	55	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2		6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.5	53.2	53.2	24.2	65.9	65.9	12.6	12.6		12.6	12.6	
Total Split (%)	12.8%	59.1%	59.1%	26.9%	73.2%	73.2%	14.0%	14.0%		14.0%	14.0%	
Maximum Green (s)	5.0	46.6	46.6	17.7	59.3	59.3	6.1	6.1		6.1	6.1	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	67.0	46.6	46.6	64.4	63.9	63.9	6.1	6.1		6.1	6.1	
Actuated g/C Ratio	0.74	0.52	0.52	0.72	0.71	0.71	0.07	0.07		0.07	0.07	
v/c Ratio	0.13	0.95	0.13	0.99	0.67	0.13	0.75	0.75		0.67	0.33	
Control Delay	3.0	41.8	0.3	48.9	10.2	1.7	86.7	23.4		79.6	25.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.0	41.8	0.3	48.9	10.2	1.7	86.7	23.4		79.6	25.8	
LOS	A	D	A	D	B	A	F	C		E	C	
Approach Delay		35.6			20.6			37.3			54.6	
Approach LOS		D			C			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 29.0		Intersection LOS: C	
Intersection Capacity Utilization 105.5%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1260	931	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1260	931	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

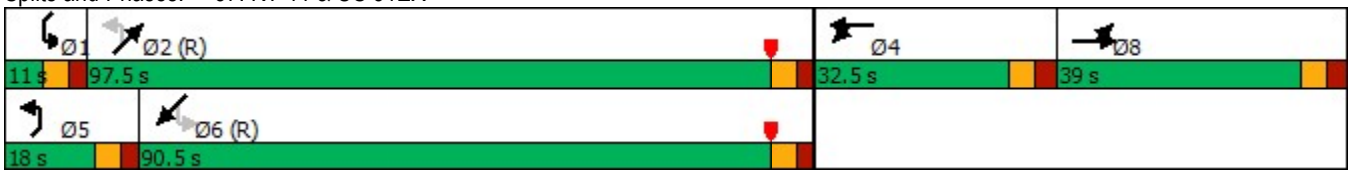
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.3%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.873			0.969			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1626	0	1770	1805	0	1770	1844	0	1770	1855	0
Flt Permitted	0.950			0.950			0.044			0.047		
Satd. Flow (perm)	1770	1626	0	1770	1805	0	82	1844	0	88	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		137			6			3			1	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	205	68	383	103	82	21	199	931	68	27	972	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	451	0	103	103	0	199	999	0	27	999	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	39.0	39.0		32.5	32.5		18.0	97.5		11.0	90.5	
Total Split (%)	21.7%	21.7%		18.1%	18.1%		10.0%	54.2%		6.1%	50.3%	
Maximum Green (s)	32.5	32.5		26.0	26.0		12.0	91.5		5.0	84.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	42.7	42.7		15.8	15.8		102.5	93.7		89.5	84.5	
Actuated g/C Ratio	0.24	0.24		0.09	0.09		0.57	0.52		0.50	0.47	
v/c Ratio	0.49	0.92		0.66	0.63		1.25	1.04		0.30	1.15	
Control Delay	65.0	70.4		99.1	90.9		180.2	75.1		21.3	116.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	65.0	70.4		99.1	90.9		180.2	75.1		21.3	116.6	
LOS	E	E		F	F		F	E		C	F	
Approach Delay		68.7			95.0			92.6			114.1	
Approach LOS		E			F			F			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 35 (19%), Referenced to phase 2:NETL and 6:SWTL, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.25			
Intersection Signal Delay: 94.8		Intersection LOS: F	
Intersection Capacity Utilization 109.9%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1833	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	41	185	185	972	842	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	185	185	972	952	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.7%		ICU Level of Service C	
Analysis Period (min) 15			

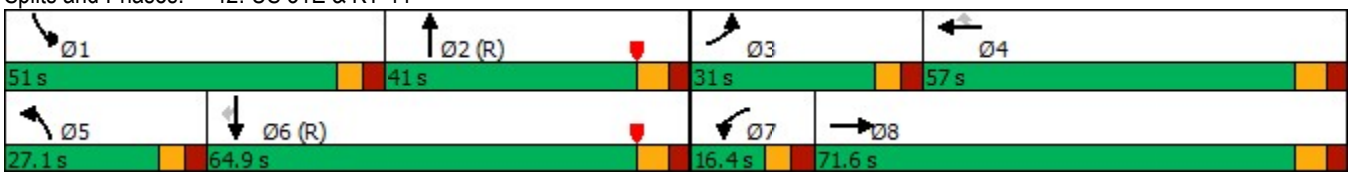
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	1		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Frt		0.975				0.850		0.978				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1816	0	1770	1863	1583	1770	3461	0	1770	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1816	0	1770	1863	1583	1770	3461	0	1770	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		6				309		9				352
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	126%	126%	126%	158%	126%	158%	126%	126%	158%	158%	126%	126%
Adj. Flow (vph)	438	479	96	103	479	309	116	411	69	515	726	356
Shared Lane Traffic (%)												
Lane Group Flow (vph)	438	575	0	103	479	309	116	480	0	515	726	356
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

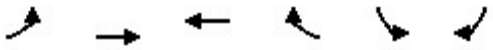
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	31.0	71.6		16.4	57.0	57.0	27.1	41.0		51.0	64.9	64.9
Total Split (%)	17.2%	39.8%		9.1%	31.7%	31.7%	15.1%	22.8%		28.3%	36.1%	36.1%
Maximum Green (s)	24.5	64.3		9.9	49.7	49.7	20.6	33.7		44.5	57.6	57.6
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	24.4	63.2		9.9	48.7	48.7	16.6	33.7		45.6	62.8	62.8
Actuated g/C Ratio	0.14	0.35		0.06	0.27	0.27	0.09	0.19		0.25	0.35	0.35
v/c Ratio	0.94	0.90		1.06	0.95	0.47	0.72	0.73		1.15	0.59	0.46
Control Delay	77.2	61.0		184.2	93.3	7.1	102.4	75.1		146.9	51.2	6.0
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	77.2	61.0		184.2	93.3	7.1	102.4	75.1		146.9	51.2	6.0
LOS	E	E		F	F	A	F	E		F	D	A
Approach Delay		68.0			73.9			80.4			72.0	
Approach LOS		E			E			F			E	

Intersection Summary

Area Type: Other
Cycle Length: 180
Actuated Cycle Length: 180
Offset: 24 (13%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
Natural Cycle: 150
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 1.15
Intersection Signal Delay: 72.7 Intersection LOS: E
Intersection Capacity Utilization 96.5% ICU Level of Service F
Analysis Period (min) 15

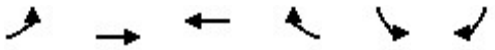
Splits and Phases: 42: US 31E & KY 44





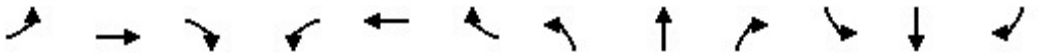
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1824	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1824	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	378	489	275	52	86	558
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	867	327	0	644	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 105.2%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1198	1459	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1198	1459	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

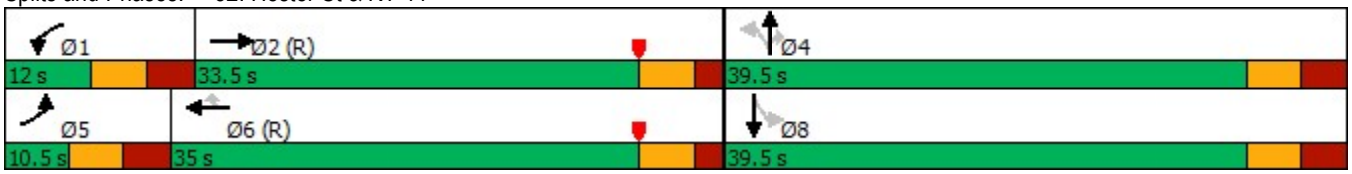


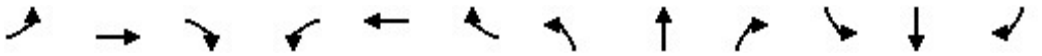
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.950				0.757				
Satd. Flow (perm)	1863	1842	0	1770	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							114			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	621	51	111	749	0	31	0	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	672	0	111	749	0	0	31	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	33.5		12.0	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	39.4%		14.1%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	28.1		5.5	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		45.6		11.0	64.2			12.5	12.5			
Actuated g/C Ratio		0.54		0.13	0.76			0.15	0.15			
v/c Ratio		0.68		0.48	0.53			0.15	0.25			
Control Delay		22.9		60.8	19.7			28.7	3.6			
Queue Delay		0.0		0.0	0.0			0.0	0.0			
Total Delay		22.9		60.8	19.7			28.7	3.6			
LOS		C		E	B			C	A			
Approach Delay		22.9			25.0			10.5				
Approach LOS		C			C			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 81 (95%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay: 23.2		Intersection LOS: C	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



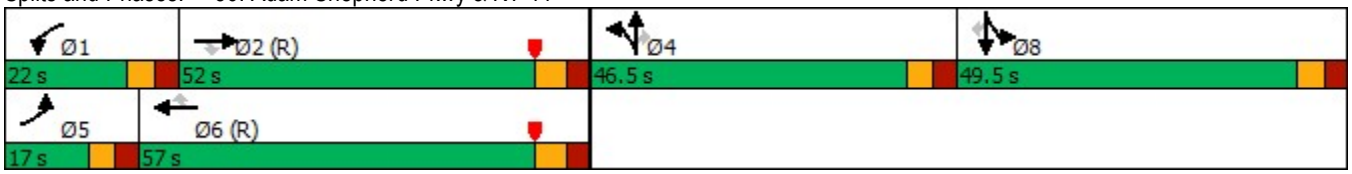


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	0		125
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.95	0.95	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950	0.959	
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1697	1583
Flt Permitted	0.950			0.950			0.950			0.950	0.959	
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	1681	1697	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			106			442			154			108
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Shared Lane Traffic (%)										46%		
Lane Group Flow (vph)	126	570	50	288	807	824	22	59	253	392	388	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	17.0	52.0	52.0	22.0	57.0	57.0	46.5	46.5	46.5	49.5	49.5	49.5
Total Split (%)	10.0%	30.6%	30.6%	12.9%	33.5%	33.5%	27.4%	27.4%	27.4%	29.1%	29.1%	29.1%
Maximum Green (s)	10.5	45.1	45.1	15.5	50.1	50.1	40.0	40.0	40.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	19.8	45.1	45.1	33.3	58.5	58.5	20.0	20.0	20.0	45.2	45.2	45.2
Actuated g/C Ratio	0.12	0.27	0.27	0.20	0.34	0.34	0.12	0.12	0.12	0.27	0.27	0.27
v/c Ratio	0.61	0.61	0.10	0.83	0.66	0.99	0.11	0.27	0.79	0.88	0.86	0.22
Control Delay	72.2	55.5	5.8	71.9	48.6	44.9	61.8	67.2	43.6	79.7	77.4	8.8
Queue Delay	0.0	56.6	0.0	0.0	0.0	10.0	0.0	0.0	0.2	0.0	0.0	0.0
Total Delay	72.2	112.1	5.8	71.9	48.6	54.8	61.8	67.2	43.8	79.7	77.4	8.8
LOS	E	F	A	E	D	D	E	E	D	E	E	A
Approach Delay		98.3			54.8			49.1			70.0	
Approach LOS		F			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 159 (94%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 66.1		Intersection LOS: E	
Intersection Capacity Utilization 74.4%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	600	0	0	530
Future Volume (vph)	0	0	600	0	0	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	0	1030	0	0	910
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1030	0	0	910
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.2%		ICU Level of Service A	
Analysis Period (min) 15			



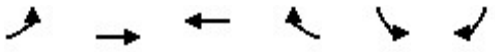
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	867	0	0	833	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	867	0	0	833	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.3%		ICU Level of Service A	
Analysis Period (min) 15			



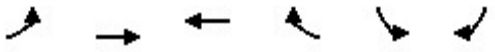
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	945	0	0	876	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	945	0	0	876	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	600	530	0	0	0
Future Volume (vph)	0	600	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1030	910	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1030	910	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 55.7%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	565	788	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	565	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

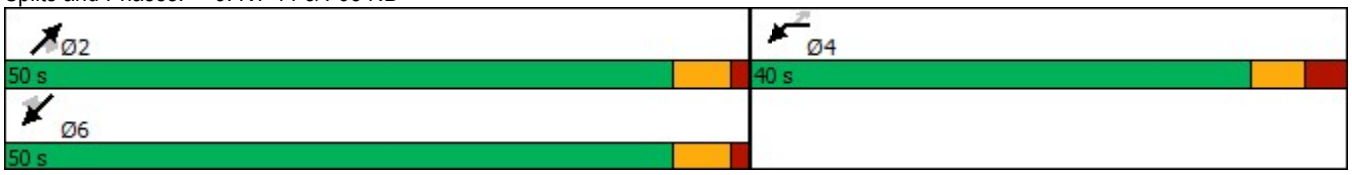
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 23.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						266			549			413
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				19.6		19.6		44.9	44.9		44.9	44.9
Actuated g/C Ratio				0.26		0.26		0.59	0.59		0.59	0.59
v/c Ratio				0.64		0.50		0.26	0.47		0.32	0.38
Control Delay				31.6		7.6		8.9	2.5		9.3	2.2
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				31.6		7.6		8.9	2.5		9.3	2.2
LOS				C		A		A	A		A	A
Approach Delay					19.3			5.7			6.6	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.140		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	506	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			346				27				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	158	0	391	0	0	0	929	174	212	739	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	158	0	391	0	0	0	1103	0	212	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.2		16.2				39.0		53.5	53.6	
Actuated g/C Ratio	0.20		0.20				0.47		0.65	0.65	
v/c Ratio	0.46		0.47				0.67		0.35	0.32	
Control Delay	34.0		7.2				19.3		7.3	7.1	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	34.0		7.2				19.3		7.3	7.1	
LOS	C		A				B		A	A	
Approach Delay	14.9						19.3			7.2	
Approach LOS	B						B			A	

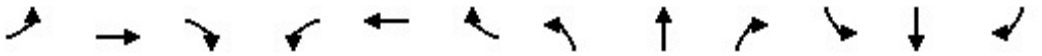
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 82.8			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	65	0	11	5	761	76	0	1005	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	65	11	5	837	0	0	1010	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

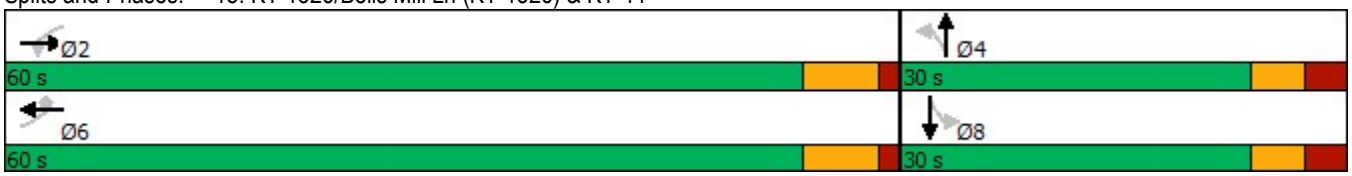


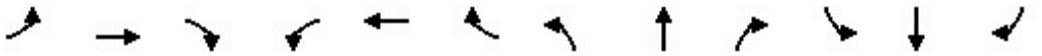
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	3539	1583	0	1863	0	1770	1583	0
Flt Permitted	0.399									0.757		
Satd. Flow (perm)	743	3539	0	1863	3539	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						375					255	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	38	429	0	0	663	375	0	0	0	158	0	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	429	0	0	663	375	0	0	0	158	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.6	53.6			53.6	53.6				14.2	14.2	
Actuated g/C Ratio	0.66	0.66			0.66	0.66				0.18	0.18	
v/c Ratio	0.08	0.18			0.28	0.32				0.64	0.08	
Control Delay	6.5	6.0			6.6	1.6				42.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	6.5	6.0			6.6	1.6				42.8	0.3	
LOS	A	A			A	A				D	A	
Approach Delay		6.1			4.8						34.6	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 8.6		Intersection LOS: A	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



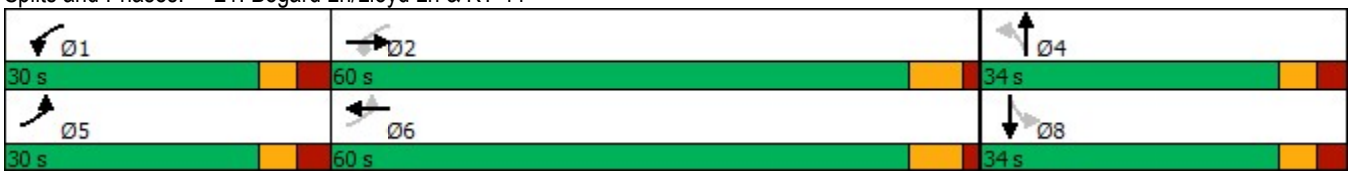


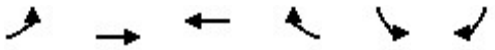
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1770	1723	0	0	1719	0
Flt Permitted	0.271			0.471			0.599				0.855	
Satd. Flow (perm)	505	3539	1583	877	3518	0	1116	1723	0	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		4			27			30	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	11	495	76	92	913	38	65	27	27	54	27	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	495	76	92	951	0	65	54	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	63.6	54.0	54.0	59.8	62.4		12.5	12.5			12.5	
Actuated g/C Ratio	0.70	0.60	0.60	0.66	0.69		0.14	0.14			0.14	
v/c Ratio	0.03	0.23	0.08	0.14	0.39		0.42	0.21			0.63	
Control Delay	4.7	10.2	2.3	5.2	7.7		45.4	22.9			42.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.7	10.2	2.3	5.2	7.7		45.4	22.9			42.3	
LOS	A	B	A	A	A		D	C			D	
Approach Delay		9.1			7.4			35.2			42.3	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 90.4			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

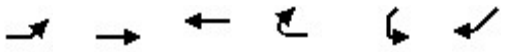
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





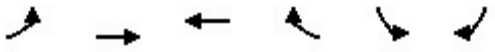
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3525	3532	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	3525	3532	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	495	870	11	33	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	881	0	33	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			



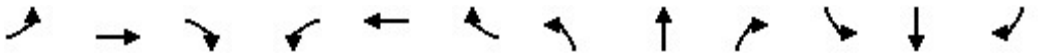
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	3518	3536	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	3518	3536	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	516	652	5	5	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	657	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	717	940	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	717	940	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			



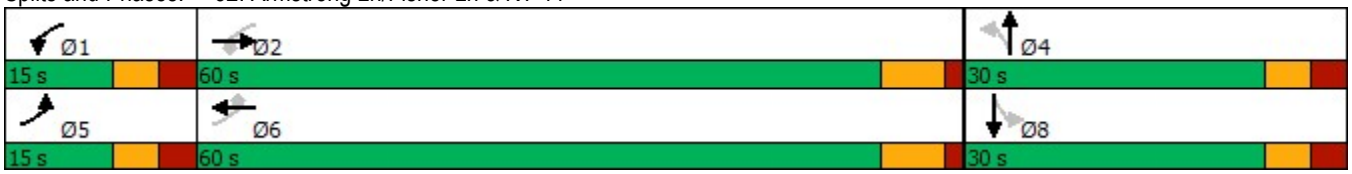
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.474			0.461			0.743			0.354		
Satd. Flow (perm)	883	3539	1583	859	3539	1583	1384	1595	0	659	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			104		261			11	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	11	516	38	92	489	33	92	11	261	11	11	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	516	38	92	489	33	92	272	0	11	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

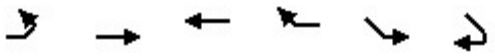
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	63.4	54.0	54.0	59.6	62.2	62.2	11.3	11.3		10.3	10.3	
Actuated g/C Ratio	0.71	0.61	0.61	0.67	0.70	0.70	0.13	0.13		0.12	0.12	
v/c Ratio	0.02	0.24	0.04	0.14	0.20	0.03	0.53	0.63		0.14	0.11	
Control Delay	4.3	9.7	0.1	4.8	6.0	0.0	48.6	12.9		39.7	24.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.3	9.7	0.1	4.8	6.0	0.0	48.6	12.9		39.7	24.8	
LOS	A	A	A	A	A	A	D	B		D	C	
Approach Delay		9.0			5.5			21.9			29.8	
Approach LOS		A			A			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 89
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 11.0 Intersection LOS: B
Intersection Capacity Utilization 61.4% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	620	870	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	870	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1673	0	1770	1723	0	1770	3504	0	1770	3511	0
Flt Permitted	0.950			0.950			0.405			0.347		
Satd. Flow (perm)	1770	1673	0	1770	1723	0	754	3504	0	646	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			22			5			4	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	174	33	71	33	22	22	120	701	49	27	511	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	104	0	33	44	0	120	750	0	27	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0		33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%		17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5		26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	19.9	19.9		8.3	8.3		102.1	97.0		96.0	89.7	
Actuated g/C Ratio	0.13	0.13		0.06	0.06		0.69	0.65		0.65	0.60	
v/c Ratio	0.74	0.39		0.34	0.38		0.21	0.33		0.06	0.25	
Control Delay	81.4	35.5		79.9	51.2		9.7	14.2		9.6	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.4	35.5		79.9	51.2		9.7	14.2		9.6	15.5	
LOS	F	D		E	D		A	B		A	B	
Approach Delay		64.2			63.5			13.6			15.3	
Approach LOS		E			E			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 148.7			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 24.1		Intersection LOS: C	
Intersection Capacity Utilization 62.0%		ICU Level of Service B	
Analysis Period (min) 15			

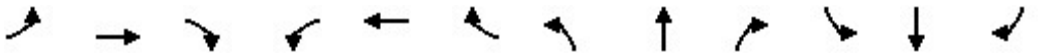
Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3468	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3468	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	190	707	413	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	98	190	707	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.4%		ICU Level of Service A	
Analysis Period (min) 15			

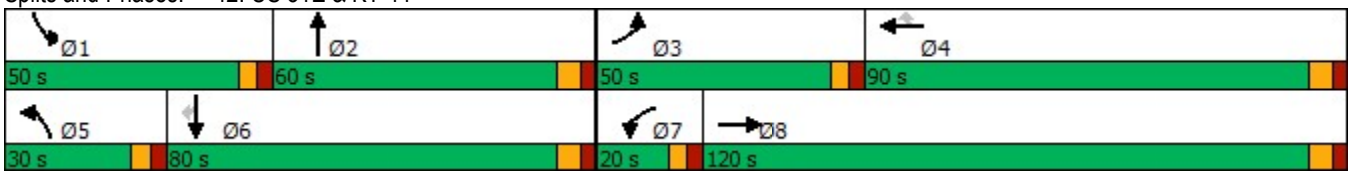


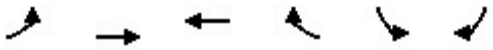
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3465	0	1770	3539	1583	1770	3486	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3465	0	1770	3539	1583	1770	3486	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				207		4				201
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	359	326	54	22	212	207	65	293	33	141	228	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	380	0	22	212	207	65	326	0	141	228	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	21.2	35.1		7.5	16.0	16.0	11.2	72.3		11.9	73.0	73.0
Actuated g/C Ratio	0.14	0.24		0.05	0.11	0.11	0.08	0.48		0.08	0.49	0.49
v/c Ratio	0.74	0.46		0.25	0.56	0.58	0.49	0.19		0.51	0.13	0.23
Control Delay	71.5	51.0		78.0	69.9	14.6	80.6	23.2		73.9	22.5	3.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.5	51.0		78.0	69.9	14.6	80.6	23.2		73.9	22.5	3.7
LOS	E	D		E	E	B	F	C		E	C	A
Approach Delay		61.0			44.4			32.7			28.6	
Approach LOS		E			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 149.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 43.8		Intersection LOS: D	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

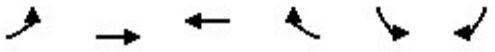
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.959		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1786	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1786	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	98	98	43	22	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	207	141	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	842	652	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	842	652	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

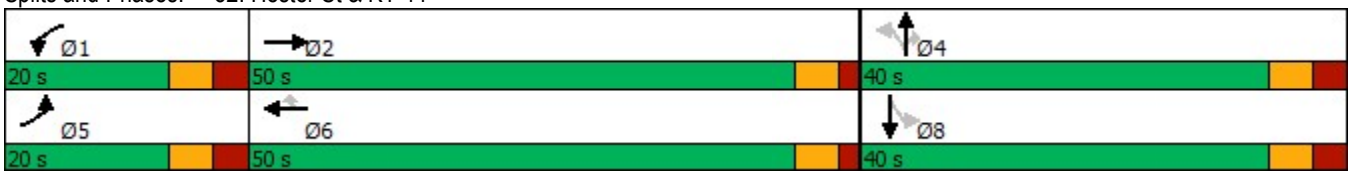
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.8%		ICU Level of Service A	
Analysis Period (min) 15			

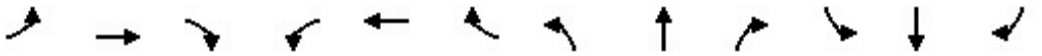
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							357			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	643	8	27	504	0	0	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	27	504	0	0	0	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		58.3		7.5	63.2				10.1			
Actuated g/C Ratio		0.80		0.10	0.87				0.14			
v/c Ratio		0.44		0.15	0.31				0.05			
Control Delay		12.1		37.1	5.3				0.2			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		12.1		37.1	5.3				0.2			
LOS		B		D	A				A			
Approach Delay		12.1			6.9			0.2				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 72.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



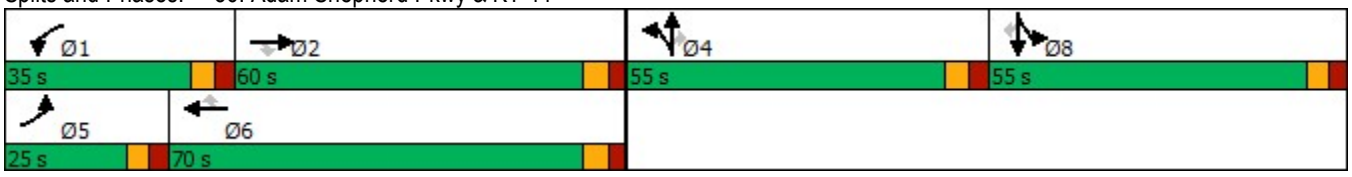


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			180			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	10.6	56.7	56.7	18.7	68.2	68.2	13.0	13.0	13.0	20.8	20.8	20.8
Actuated g/C Ratio	0.08	0.41	0.41	0.14	0.50	0.50	0.10	0.10	0.10	0.15	0.15	0.15
v/c Ratio	0.36	0.41	0.02	0.67	0.27	0.50	0.12	0.12	0.58	0.61	0.04	0.10
Control Delay	74.4	34.4	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	34.6	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
LOS	E	C	A	E	C	A	E	E	B	E	D	A
Approach Delay		36.7			25.9			23.1			54.5	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 136.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	320	0	0	330
Future Volume (vph)	0	0	320	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	0	0	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	348	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.5%		ICU Level of Service A	
Analysis Period (min) 15			



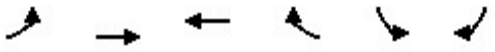
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	190	0	0	220	0	0
Future Volume (vph)	190	0	0	220	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	0	239	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	239	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			



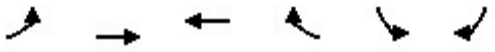
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	210	0	0	250	0	0
Future Volume (vph)	210	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	0	272	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	0	272	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	320	0	0	0
Future Volume (vph)	0	280	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	348	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	348	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	982	705	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	705	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

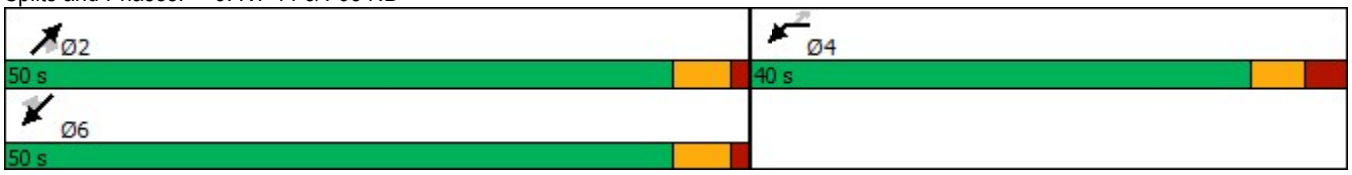
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71			408			261
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				30.2		30.2		44.8	44.8		44.8	44.8
Actuated g/C Ratio				0.35		0.35		0.52	0.52		0.52	0.52
v/c Ratio				0.84		0.55		0.56	0.40		0.47	0.28
Control Delay				39.6		21.1		16.3	2.7		15.0	2.5
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				39.6		21.1		16.3	2.7		15.0	2.5
LOS				D		C		B	A		B	A
Approach Delay					32.5			12.4			12.1	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.9			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.088		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	318	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			156				66				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	353	0	745	0	0	0	1071	391	304	1065	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	353	0	745	0	0	0	1462	0	304	1065	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	26.2		26.2				38.8		53.6	53.7	
Actuated g/C Ratio	0.28		0.28				0.42		0.58	0.58	
v/c Ratio	0.71		0.83				1.00		0.65	0.52	
Control Delay	38.4		33.4				51.8		20.2	13.3	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	38.4		33.4				51.8		20.2	13.3	
LOS	D		C				D		C	B	
Approach Delay	35.0						51.8			14.8	
Approach LOS	D						D			B	

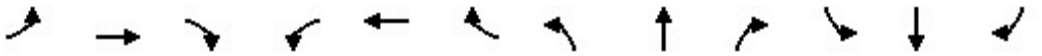
Intersection Summary	
Area Type:	Other
Cycle Length: 95	
Actuated Cycle Length: 92.8	
Natural Cycle: 90	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 1.00	
Intersection Signal Delay: 34.2	Intersection LOS: C
Intersection Capacity Utilization Err%	ICU Level of Service H
Analysis Period (min) 15	

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	38	0	5	22	1201	120	0	1071	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	38	5	22	1321	0	0	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

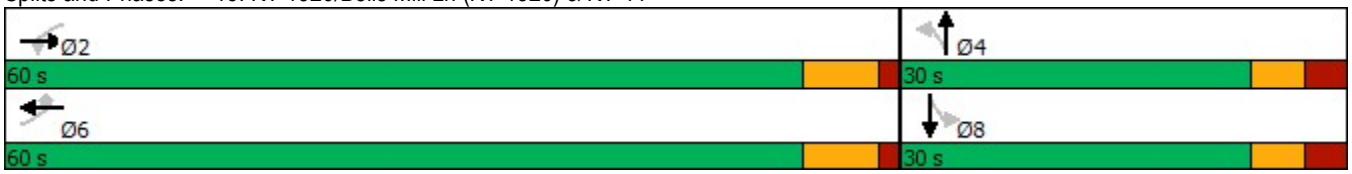


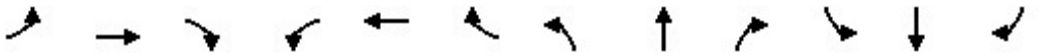
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	3539	1583	0	1863	0	1770	1583	0
Flt Permitted	0.444									0.757		
Satd. Flow (perm)	827	3539	0	1863	3539	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						168					329	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	54	848	0	0	549	168	0	0	0	326	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	848	0	0	549	168	0	0	0	326	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.5	53.5			53.5	53.5				22.5	22.5	
Actuated g/C Ratio	0.60	0.60			0.60	0.60				0.25	0.25	
v/c Ratio	0.11	0.40			0.26	0.16				0.92	0.08	
Control Delay	8.7	10.2			8.9	1.7				64.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	8.7	10.2			8.9	1.7				64.8	0.3	
LOS	A	B			A	A				E	A	
Approach Delay		10.1			7.2						55.6	
Approach LOS		B			A						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 17.7		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



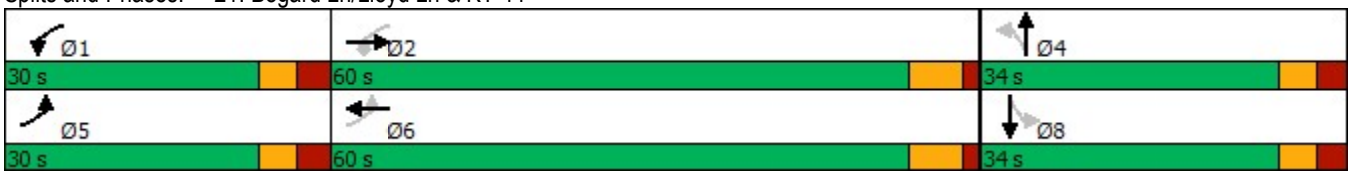


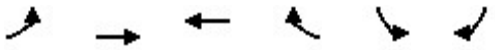
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	3539	1583	1770	3497	0	1770	1624	0	0	1716	0
Flt Permitted	0.382			0.244			0.811				0.823	
Satd. Flow (perm)	712	3539	1583	455	3497	0	1511	1624	0	0	1443	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103		9			65			29	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	38	1027	103	65	636	54	38	11	65	38	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1027	103	65	690	0	38	76	0	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	61.1	56.7	56.7	59.9	59.4		8.9	8.9			8.9	
Actuated g/C Ratio	0.73	0.68	0.68	0.72	0.71		0.11	0.11			0.11	
v/c Ratio	0.06	0.43	0.09	0.15	0.28		0.24	0.33			0.49	
Control Delay	3.7	10.0	2.2	4.4	7.5		40.0	16.5			36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.7	10.0	2.2	4.4	7.5		40.0	16.5			36.4	
LOS	A	A	A	A	A		D	B			D	
Approach Delay		9.1			7.2			24.4			36.4	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 83.7			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

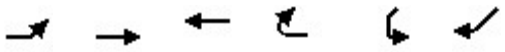
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





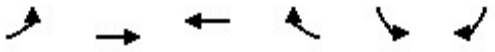
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3522	3504	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	3522	3504	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	973	761	54	38	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1082	815	0	38	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.9%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	3507	3536	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	3507	3536	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	853	652	5	5	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	657	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1087	815	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1087	815	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

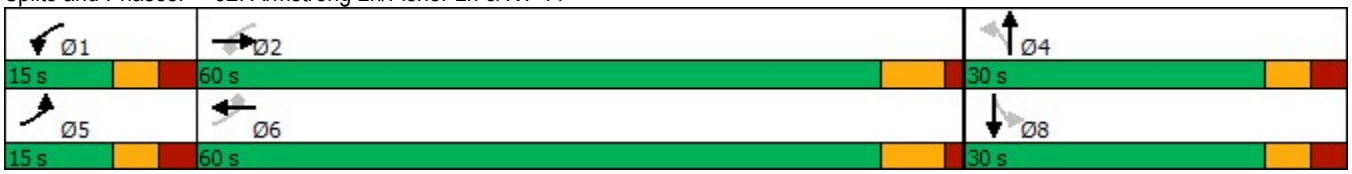
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

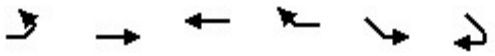
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.859			0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1600	0	1770	1663	0
Flt Permitted	0.374			0.352			0.732			0.435		
Satd. Flow (perm)	697	3539	1583	656	3539	1583	1364	1600	0	810	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			120		179			27	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	38	728	92	337	701	120	54	11	179	43	11	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	728	92	337	701	120	54	190	0	43	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	64.7	53.5	53.5	62.0	60.9	60.9	9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.71	0.59	0.59	0.68	0.67	0.67	0.10	0.10		0.10	0.10	
v/c Ratio	0.07	0.35	0.09	0.61	0.30	0.11	0.39	0.59		0.52	0.20	
Control Delay	3.8	10.6	1.9	9.7	7.9	1.9	46.1	15.1		61.0	20.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.8	10.6	1.9	9.7	7.9	1.9	46.1	15.1		61.0	20.8	
LOS	A	B	A	A	A	A	D	B		E	C	
Approach Delay		9.4			7.8			22.0			42.2	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 90.8			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.61			
Intersection Signal Delay: 11.0		Intersection LOS: B	
Intersection Capacity Utilization 78.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	739	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1000	739	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.873			0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1626	0	1770	1807	0	1770	3504	0	1770	3525	0
Flt Permitted	0.950			0.950			0.271			0.312		
Satd. Flow (perm)	1770	1626	0	1770	1807	0	505	3504	0	581	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		136			5			5			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	163	54	304	82	65	16	158	739	54	22	772	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	358	0	82	81	0	158	793	0	22	794	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0		33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%		17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5		26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.3	29.3		13.1	13.1		102.2	97.1		95.8	89.4	
Actuated g/C Ratio	0.18	0.18		0.08	0.08		0.62	0.59		0.58	0.54	
v/c Ratio	0.52	0.90		0.59	0.55		0.42	0.39		0.06	0.42	
Control Delay	68.2	66.6		92.5	84.7		18.1	21.5		15.1	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.2	66.6		92.5	84.7		18.1	21.5		15.1	24.9	
LOS	E	E		F	F		B	C		B	C	
Approach Delay		67.1			88.6			21.0			24.6	
Approach LOS		E			F			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 165.9			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 36.5		Intersection LOS: D	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3479	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3479	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	147	147	772	668	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	147	147	772	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

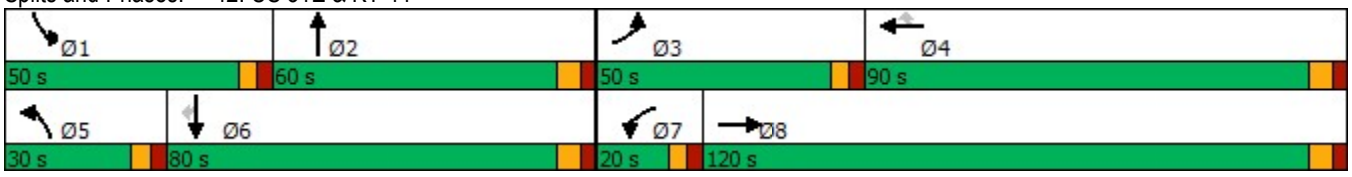
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

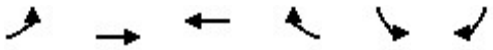
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3451	0	1770	3539	1583	1770	3479	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3451	0	1770	3539	1583	1770	3479	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				196		5				283
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	348	380	76	65	380	196	92	326	43	326	576	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	456	0	65	380	196	92	369	0	326	576	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	22.2	36.0		11.4	25.1	25.1	14.3	66.2		21.2	73.2	73.2
Actuated g/C Ratio	0.14	0.22		0.07	0.15	0.15	0.09	0.41		0.13	0.45	0.45
v/c Ratio	0.74	0.59		0.53	0.70	0.48	0.59	0.26		0.73	0.36	0.33
Control Delay	78.4	58.6		91.4	73.0	11.5	89.1	34.0		78.7	31.8	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	78.4	58.6		91.4	73.0	11.5	89.1	34.0		78.7	31.8	4.3
LOS	E	E		F	E	B	F	C		E	C	A
Approach Delay		67.2			56.0			45.0			38.2	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 162.5			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 50.4		Intersection LOS: D	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

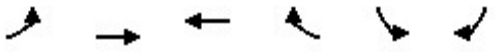
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1822	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1822	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	310	174	33	54	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	549	207	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	951	1158	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	951	1158	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

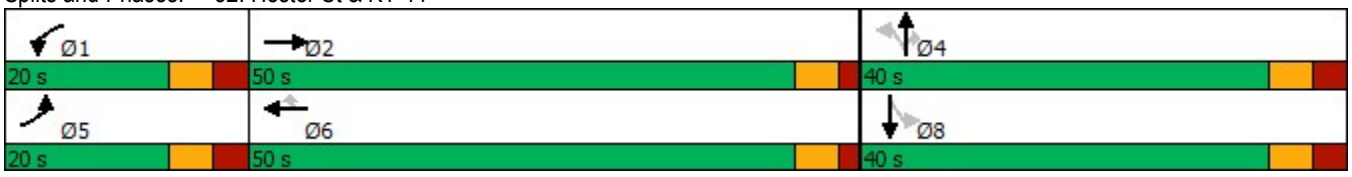
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

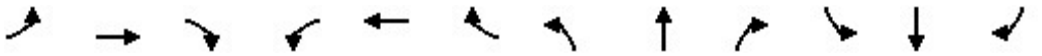
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.950				0.757				
Satd. Flow (perm)	1863	1842	0	1770	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							88			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	586	48	104	707	0	29	0	77	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	104	707	0	0	29	77	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		51.0		10.4	64.5			11.3	11.3			
Actuated g/C Ratio		0.61		0.12	0.77			0.14	0.14			
v/c Ratio		0.56		0.47	0.49			0.15	0.27			
Control Delay		18.9		44.9	8.2			33.3	8.0			
Queue Delay		0.0		0.0	0.3			0.0	0.0			
Total Delay		18.9		44.9	8.5			33.3	8.0			
LOS		B		D	A			C	A			
Approach Delay		18.9			13.2			14.9				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 83.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



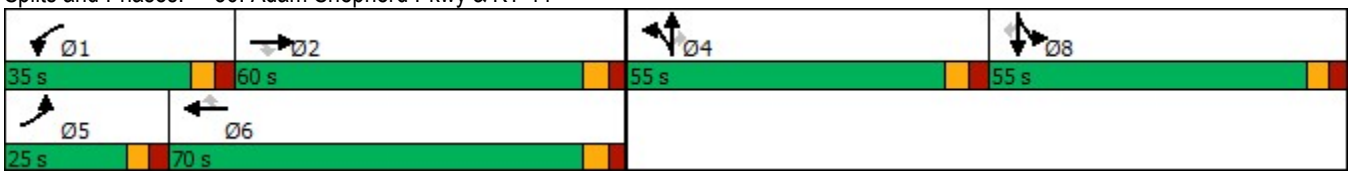


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			232			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	16.4	53.8	53.8	28.9	66.4	66.4	15.9	15.9	15.9	38.3	38.3	38.3
Actuated g/C Ratio	0.10	0.33	0.33	0.18	0.41	0.41	0.10	0.10	0.10	0.23	0.23	0.23
v/c Ratio	0.67	0.46	0.08	0.87	0.53	0.90	0.12	0.31	0.66	0.85	0.12	0.22
Control Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
LOS	F	D	A	F	D	D	E	E	B	E	D	A
Approach Delay		52.0			48.0			30.1			62.7	
Approach LOS		D			D			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 163.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 50.6		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	640	0	0	550
Future Volume (vph)	0	0	640	0	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	696	0	0	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	696	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.0%		ICU Level of Service A	
Analysis Period (min) 15			



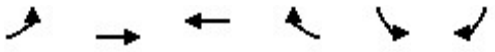
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	0	0	527	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	549	0	0	527	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			



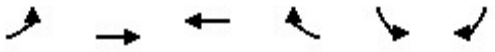
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	0	0	554	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	0	0	554	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	610	530	0	0	0
Future Volume (vph)	0	610	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	576	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	663	576	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	893	1245	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	893	1245	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 35.0%		ICU Level of Service A	
Analysis Period (min) 15			

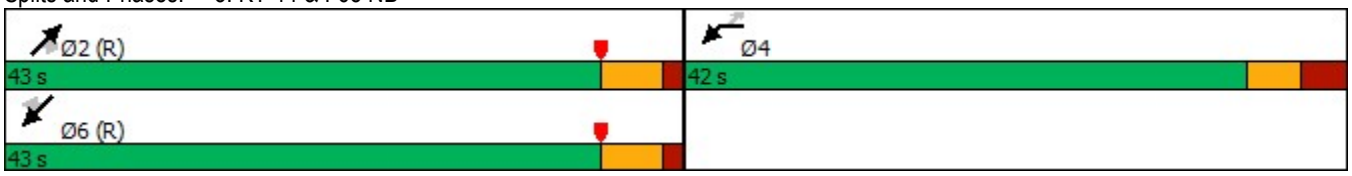


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158			582			653
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	158%	158%	158%	106%	158%	158%	158%	121%	106%	158%	123%	158%
Adj. Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				26.5		26.5		46.7	46.7		46.7	46.7
Actuated g/C Ratio				0.31		0.31		0.55	0.55		0.55	0.55
v/c Ratio				0.55		0.80		0.34	0.51		0.42	0.56
Control Delay				26.9		27.1		6.5	1.6		13.5	3.4
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				26.9		27.1		6.5	1.6		13.5	3.4
LOS				C		C		A	A		B	A
Approach Delay					27.0			4.2			9.0	
Approach LOS					C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 4 (5%), Referenced to phase 2:NET and 6:SWT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: KY 44 & I-65 NB



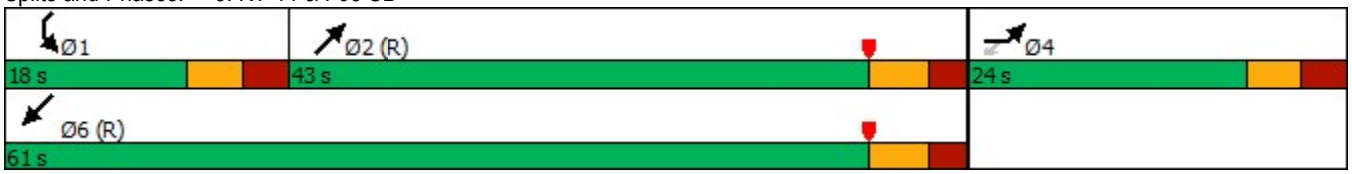


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			391				32				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	158%
Adj. Flow (vph)	249	0	415	0	0	0	985	184	335	783	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	249	0	415	0	0	0	1169	0	335	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	24.0		24.0				43.0		18.0	61.0	
Total Split (%)	28.2%		28.2%				50.6%		21.2%	71.8%	
Maximum Green (s)	17.5		17.5				36.6		11.5	54.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.8		16.8				37.4		11.4	55.3	
Actuated g/C Ratio	0.20		0.20				0.44		0.13	0.65	
v/c Ratio	0.71		0.48				0.76		0.73	0.34	
Control Delay	44.2		6.2				24.2		45.7	8.3	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	44.2		6.2				24.2		45.7	8.3	
LOS	D		A				C		D	A	
Approach Delay	20.5						24.2			19.5	
Approach LOS	C						C			B	

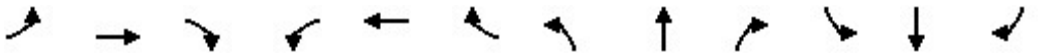
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 73 (86%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 21.6		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.984			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	132%	158%	158%	135%	158%
Adj. Flow (vph)	0	0	9	103	0	17	9	1004	120	0	1357	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	103	17	9	1124	0	0	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

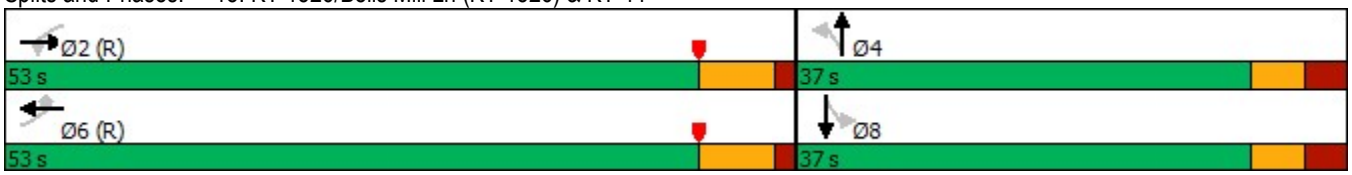


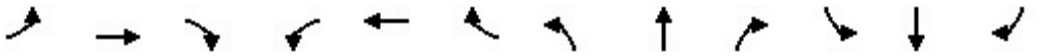
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	3539	1583	0	1863	0	1770	1583	0
Flt Permitted	0.231									0.757		
Satd. Flow (perm)	430	3539	0	1863	3539	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						593					73	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	678	0	0	1048	593	0	0	0	249	0	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	678	0	0	1048	593	0	0	0	249	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	53.0	53.0		53.0	53.0	53.0	37.0	37.0		37.0	37.0	
Total Split (%)	58.9%	58.9%		58.9%	58.9%	58.9%	41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	46.5	46.5		46.5	46.5	46.5	30.5	30.5		30.5	30.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	55.8	55.8			55.8	55.8				21.2	21.2	
Actuated g/C Ratio	0.62	0.62			0.62	0.62				0.24	0.24	
v/c Ratio	0.23	0.31			0.48	0.49				0.75	0.14	
Control Delay	12.4	9.4			18.5	9.5				45.5	5.2	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	12.4	9.4			18.5	9.5				45.5	5.2	
LOS	B	A			B	A				D	A	
Approach Delay		9.6			15.2						37.7	
Approach LOS		A			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 11 (12%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 16.3		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



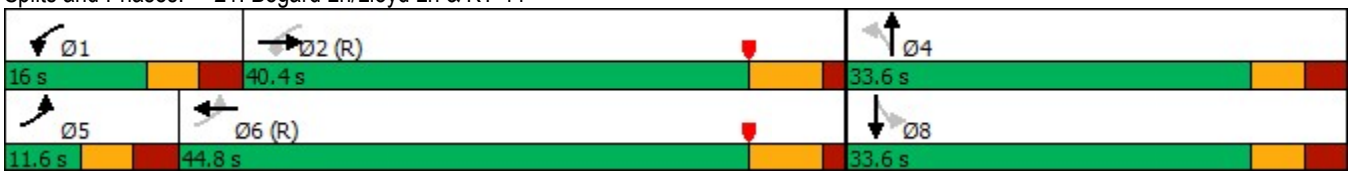


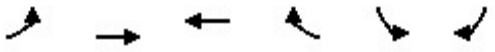
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1770	1723	0	0	1719	0
Flt Permitted	0.091			0.303			0.520				0.842	
Satd. Flow (perm)	170	3539	1583	564	3518	0	969	1723	0	0	1474	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121		6			43			46	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	17	781	120	146	1443	60	103	43	43	86	43	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	781	120	146	1503	0	103	86	0	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	40.4	40.4	16.0	44.8		33.6	33.6		33.6	33.6	
Total Split (%)	12.9%	44.9%	44.9%	17.8%	49.8%		37.3%	37.3%		37.3%	37.3%	
Maximum Green (s)	5.1	33.8	33.8	9.5	38.2		27.1	27.1		27.1	27.1	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	57.4	45.0	45.0	53.5	54.8		17.0	17.0			17.0	
Actuated g/C Ratio	0.64	0.50	0.50	0.59	0.61		0.19	0.19			0.19	
v/c Ratio	0.08	0.44	0.14	0.33	0.70		0.57	0.24			0.74	
Control Delay	9.0	14.5	4.5	10.4	17.9		43.8	17.4			40.7	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	9.0	14.5	4.5	10.4	17.9		43.8	17.4			40.7	
LOS	A	B	A	B	B		D	B			D	
Approach Delay		13.1			17.2			31.8			40.7	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 13 (14%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 18.7		Intersection LOS: B	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

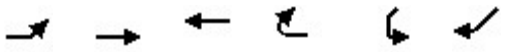
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





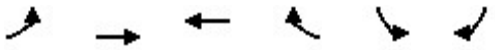
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3525	3532	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	3525	3532	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	781	1374	17	52	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	841	1391	0	52	189
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	70.3%	ICU Level of Service	C
Analysis Period (min)	15		



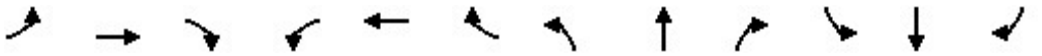
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	3518	3536	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	3518	3536	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	120	816	1030	9	9	223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	936	1039	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1133	1486	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1133	1486	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

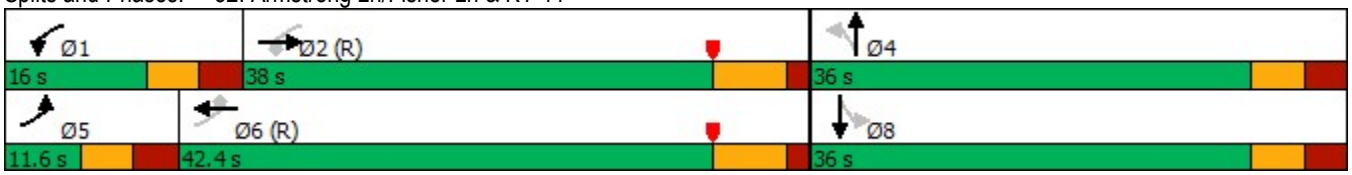


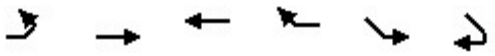
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.317			0.275			0.735			0.199		
Satd. Flow (perm)	590	3539	1583	512	3539	1583	1369	1595	0	371	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		193			17	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	17	816	60	146	773	52	146	17	412	17	17	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	816	60	146	773	52	146	429	0	17	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2		6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.6	38.0	38.0	16.0	42.4	42.4	36.0	36.0		36.0	36.0	
Total Split (%)	12.9%	42.2%	42.2%	17.8%	47.1%	47.1%	40.0%	40.0%		40.0%	40.0%	
Maximum Green (s)	5.1	31.4	31.4	9.5	35.8	35.8	29.5	29.5		29.5	29.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	54.3	42.0	42.0	50.4	51.9	51.9	20.1	20.1		17.2	17.2	
Actuated g/C Ratio	0.60	0.47	0.47	0.56	0.58	0.58	0.22	0.22		0.19	0.19	
v/c Ratio	0.04	0.49	0.07	0.36	0.38	0.05	0.48	0.85		0.24	0.10	
Control Delay	14.8	29.5	7.4	11.3	13.7	0.1	33.7	33.1		33.4	15.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	14.8	29.5	7.4	11.3	13.7	0.1	33.7	33.1		33.4	15.2	
LOS	B	C	A	B	B	A	C	C		C	B	
Approach Delay		27.7			12.6			33.3			21.3	
Approach LOS		C			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 58 (64%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.85			
Intersection Signal Delay: 23.0		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	979	1374	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	979	1374	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.3%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1673	0	1770	1723	0	1770	3504	0	1770	3511	0
Flt Permitted	0.713			0.507			0.265			0.167		
Satd. Flow (perm)	1328	1673	0	944	1723	0	494	3504	0	311	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73			29			6			4	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	275	52	112	52	34	34	189	1108	77	43	807	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	275	164	0	52	68	0	189	1185	0	43	850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.5	33.5		11.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	30.0	51.0		12.0	33.0		27.0	76.0		11.0	60.0	
Total Split (%)	20.0%	34.0%		8.0%	22.0%		18.0%	50.7%		7.3%	40.0%	
Maximum Green (s)	23.5	44.5		5.5	26.5		21.0	70.0		5.0	54.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	30.7	26.3		30.7	9.1		95.6	91.1		96.8	83.2	
Actuated g/C Ratio	0.20	0.18		0.20	0.06		0.64	0.61		0.65	0.55	
v/c Ratio	0.81	0.46		0.23	0.52		0.45	0.56		0.16	0.44	
Control Delay	69.7	33.9		44.6	54.7		13.6	20.7		7.5	22.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.7	33.9		44.6	54.7		13.6	20.7		7.5	22.8	
LOS	E	C		D	D		B	C		A	C	
Approach Delay		56.3			50.4			19.7			22.1	
Approach LOS		E			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 27.4		Intersection LOS: C	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3468	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3468	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	52	155	301	1116	653	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	155	301	1116	756	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

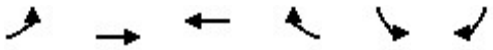
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3465	0	1770	3539	1583	1770	3483	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3465	0	1770	3539	1583	1770	3483	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				239		8				318
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	158%	176%	158%	158%	176%	176%	158%	158%
Adj. Flow (vph)	567	515	86	38	335	363	103	464	57	249	361	318
Shared Lane Traffic (%)												
Lane Group Flow (vph)	567	601	0	38	335	363	103	521	0	249	361	318
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	34.0	74.0		15.3	55.3	55.3	18.7	41.7		19.0	42.0	42.0
Total Split (%)	22.7%	49.3%		10.2%	36.9%	36.9%	12.5%	27.8%		12.7%	28.0%	28.0%
Maximum Green (s)	27.5	66.7		8.8	48.0	48.0	12.2	34.4		12.5	34.7	34.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	26.9	45.5		7.8	24.0	24.0	14.4	54.7		16.8	57.1	57.1
Actuated g/C Ratio	0.18	0.30		0.05	0.16	0.16	0.10	0.36		0.11	0.38	0.38
v/c Ratio	0.92	0.57		0.42	0.59	0.80	0.61	0.41		0.65	0.27	0.40
Control Delay	68.9	38.3		82.2	61.8	33.1	79.5	38.4		71.7	35.2	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	68.9	38.3		82.2	61.8	33.1	79.5	38.4		71.7	35.2	5.6
LOS	E	D		F	E	C	E	D		E	D	A
Approach Delay		53.2			48.7			45.2			34.8	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 45.8		Intersection LOS: D	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

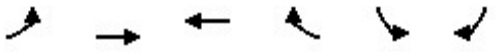
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.958		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1785	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1785	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	191	172	172	77	38	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	249	0	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1331	1030	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1331	1030	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

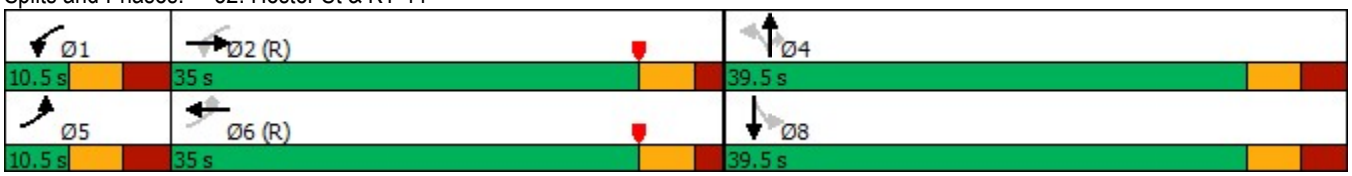
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

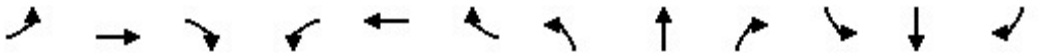
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.309								
Satd. Flow (perm)	1863	1859	0	576	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							201			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	682	8	29	535	0	0	0	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	0	29	535	0	0	0	28	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	35.0		10.5	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.2%		12.4%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.6		4.0	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		64.2		63.0	68.9				11.4			
Actuated g/C Ratio		0.76		0.74	0.81				0.13			
v/c Ratio		0.49		0.06	0.35				0.07			
Control Delay		13.7		12.5	17.9				0.3			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		13.7		12.5	17.9				0.3			
LOS		B		B	B				A			
Approach Delay		13.7			17.7			0.3				
Approach LOS		B			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 69 (81%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



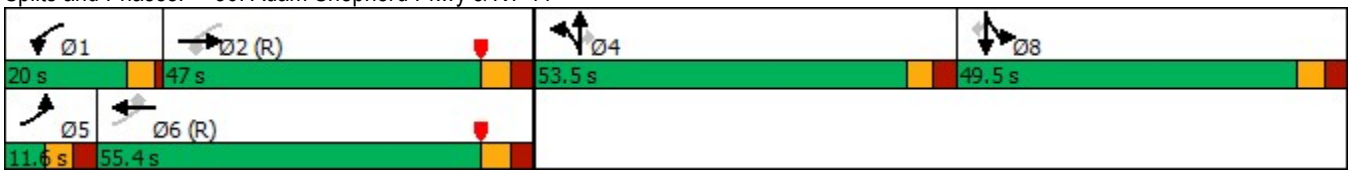


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.437			0.358			0.950			0.950		
Satd. Flow (perm)	814	3539	1583	667	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			135			437			191			137
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	9.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	11.6	47.0	47.0	20.0	55.4	55.4	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	6.8%	27.6%	27.6%	11.8%	32.6%	32.6%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	5.1	40.1	40.1	15.5	48.5	48.5	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	1.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	4.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	3.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	104.2	91.2	91.2	106.9	97.9	97.9	15.5	15.5	15.5	25.6	25.6	25.6
Actuated g/C Ratio	0.61	0.54	0.54	0.63	0.58	0.58	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.10	0.34	0.02	0.34	0.25	0.47	0.13	0.13	0.60	0.66	0.05	0.10
Control Delay	18.0	28.4	0.1	19.4	23.4	10.7	65.4	65.3	14.9	73.2	56.8	0.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.0	28.4	0.1	19.4	23.4	10.8	65.4	65.3	14.9	73.2	56.8	0.6
LOS	B	C	A	B	C	B	E	E	B	E	E	A
Approach Delay		26.9			17.4			24.2			65.9	
Approach LOS		C			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 16 (9%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 28.1		Intersection LOS: C	
Intersection Capacity Utilization 55.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	400	0	0	360
Future Volume (vph)	0	0	400	0	0	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	765	0	0	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	765	0	0	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			



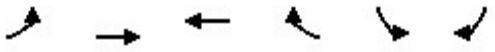
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	250	0	0	250	0	0
Future Volume (vph)	250	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	478	0	0	478	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	478	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			



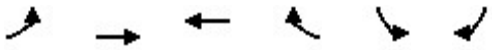
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	0	0	275	0	0
Future Volume (vph)	300	0	0	275	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	574	0	0	526	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	0	0	526	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	360	320	0	0	0
Future Volume (vph)	0	360	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	689	612	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	689	612	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	850	649	0	0	0
Future Volume (vph)	0	850	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1460	1115	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1460	1115	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

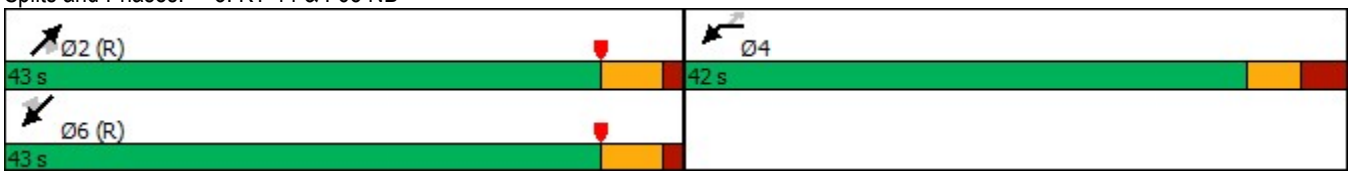
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						30			432			412
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	158%	158%	158%	124%	106%	158%	125%	158%
Adj. Flow (vph)	0	0	0	547	0	515	0	1260	432	0	1067	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	547	0	515	0	1260	432	0	1067	412
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				32.4		32.4		40.8	40.8		40.8	40.8
Actuated g/C Ratio				0.38		0.38		0.48	0.48		0.48	0.48
v/c Ratio				0.81		0.83		0.74	0.44		0.63	0.42
Control Delay				33.7		34.6		16.6	3.0		19.3	3.1
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				33.7		34.6		16.6	3.0		19.3	3.1
LOS				C		C		B	A		B	A
Approach Delay					34.1			13.1			14.8	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 22 (26%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 19.0		Intersection LOS: B	
Intersection Capacity Utilization 71.2%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB



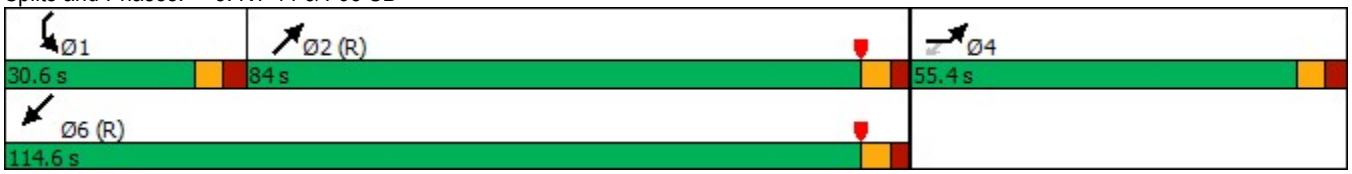


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			183				40				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	158%
Adj. Flow (vph)	558	0	789	0	0	0	1135	415	481	1129	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	558	0	789	0	0	0	1550	0	481	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	55.4		55.4				84.0		30.6	114.6	
Total Split (%)	32.6%		32.6%				49.4%		18.0%	67.4%	
Maximum Green (s)	48.9		48.9				77.6		24.1	108.2	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	48.9		48.9				77.6		24.1	108.2	
Actuated g/C Ratio	0.29		0.29				0.46		0.14	0.64	
v/c Ratio	1.10		0.85				0.99		0.99	0.50	
Control Delay	123.2		53.0				52.4		104.5	17.0	
Queue Delay	0.0		0.0				20.9		0.0	0.0	
Total Delay	123.2		53.0				73.3		104.5	17.0	
LOS	F		D				E		F	B	
Approach Delay	82.1						73.3			43.1	
Approach LOS	F						E			D	

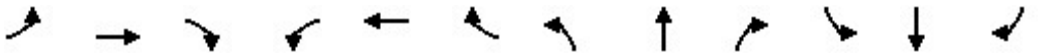
Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 40 (24%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.10			
Intersection Signal Delay: 65.2		Intersection LOS: E	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.984			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	129%	158%	158%	132%	158%
Adj. Flow (vph)	0	0	9	60	0	9	34	1549	189	0	1413	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	60	9	34	1738	0	0	1422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.6%	ICU Level of Service	B
Analysis Period (min)	15		

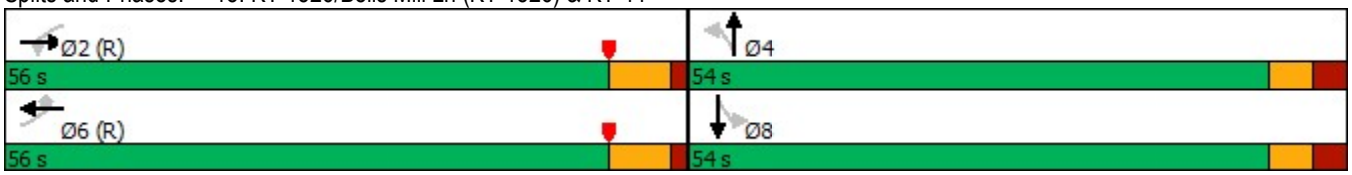


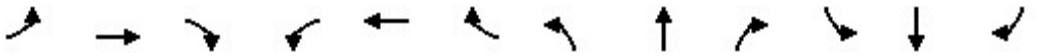
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	3539	1583	0	1863	0	1770	1583	0
Flt Permitted	0.249									0.757		
Satd. Flow (perm)	464	3539	0	1863	3539	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						266					84	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	86	1340	0	0	867	266	0	0	0	515	0	86
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	1340	0	0	867	266	0	0	0	515	86	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	56.0	56.0		56.0	56.0	56.0	54.0	54.0		54.0	54.0	
Total Split (%)	50.9%	50.9%		50.9%	50.9%	50.9%	49.1%	49.1%		49.1%	49.1%	
Maximum Green (s)	49.5	49.5		49.5	49.5	49.5	47.5	47.5		47.5	47.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	53.3	53.3			53.3	53.3				43.7	43.7	
Actuated g/C Ratio	0.48	0.48			0.48	0.48				0.40	0.40	
v/c Ratio	0.38	0.78			0.51	0.29				0.92	0.13	
Control Delay	26.2	28.5			19.7	7.8				54.2	4.8	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	26.2	28.5			19.7	7.8				54.2	4.8	
LOS	C	C			B	A				D	A	
Approach Delay		28.4			16.9						47.1	
Approach LOS		C			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 83 (75%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 27.8		Intersection LOS: C	
Intersection Capacity Utilization 101.6%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



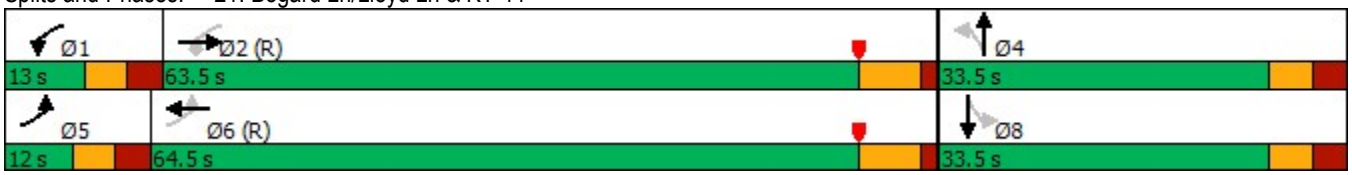


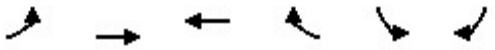
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.871			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	3539	1583	1770	3497	0	1770	1622	0	0	1716	0
Flt Permitted	0.220			0.084			0.601				0.779	
Satd. Flow (perm)	410	3539	1583	156	3497	0	1120	1622	0	0	1365	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			142		12			103			34	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	1623	163	103	1005	86	60	17	103	60	17	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1623	163	103	1091	0	60	120	0	0	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	12.0	63.5	63.5	13.0	64.5		33.5	33.5		33.5	33.5	
Total Split (%)	10.9%	57.7%	57.7%	11.8%	58.6%		30.5%	30.5%		30.5%	30.5%	
Maximum Green (s)	5.5	56.9	56.9	6.5	57.9		27.0	27.0		27.0	27.0	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	78.3	68.6	68.6	77.0	72.8		13.5	13.5			13.5	
Actuated g/C Ratio	0.71	0.62	0.62	0.70	0.66		0.12	0.12			0.12	
v/c Ratio	0.16	0.74	0.16	0.45	0.47		0.44	0.42			0.70	
Control Delay	3.5	14.0	0.5	14.3	11.3		53.0	15.4			52.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.5	14.0	0.5	14.3	11.3		53.0	15.4			52.0	
LOS	A	B	A	B	B		D	B			D	
Approach Delay		12.5			11.6			27.9			52.0	
Approach LOS		B			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 110			
Offset: 31 (28%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 14.6		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

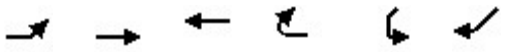
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





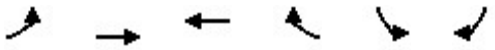
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3522	3504	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	3522	3504	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	172	1537	1202	86	60	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1709	1288	0	60	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			



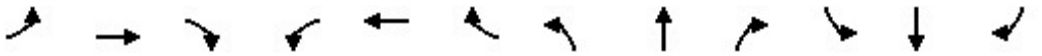
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	3507	3536	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	3507	3536	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	309	1348	1030	9	9	361
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1657	1039	0	370	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	900	750	0	0	0
Future Volume (vph)	0	900	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1546	1288	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1546	1288	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 42.6%		ICU Level of Service A	
Analysis Period (min) 15			

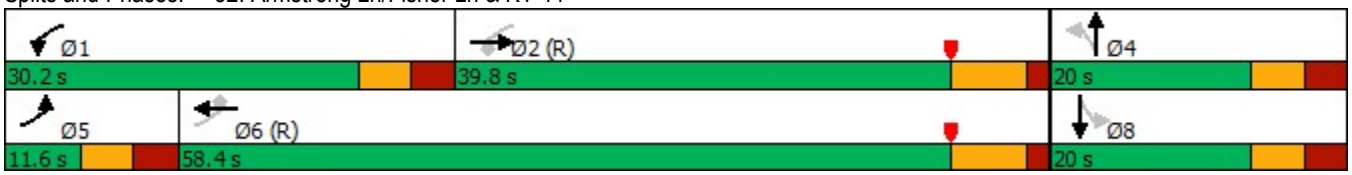


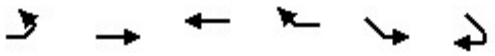
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	1		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.858			0.892	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1598	0	1770	1662	0
Flt Permitted	0.205			0.119			0.718			0.310		
Satd. Flow (perm)	382	3539	1583	222	3539	1583	1337	1598	0	577	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			189		283			43	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	1151	146	532	1108	189	86	17	283	69	17	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1151	146	532	1108	189	86	300	0	69	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2		6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.6	39.8	39.8	30.2	58.4	58.4	20.0	20.0		20.0	20.0	
Total Split (%)	12.9%	44.2%	44.2%	33.6%	64.9%	64.9%	22.2%	22.2%		22.2%	22.2%	
Maximum Green (s)	5.1	33.2	33.2	23.7	51.8	51.8	13.5	13.5		13.5	13.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	58.9	33.7	33.7	57.6	54.8	54.8	12.9	12.9		12.9	12.9	
Actuated g/C Ratio	0.65	0.37	0.37	0.64	0.61	0.61	0.14	0.14		0.14	0.14	
v/c Ratio	0.18	0.87	0.20	0.96	0.51	0.18	0.45	0.64		0.84	0.22	
Control Delay	5.6	34.9	1.8	56.4	11.9	1.8	43.2	12.4		103.6	17.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	5.6	34.9	1.8	56.4	11.9	1.8	43.2	12.4		103.6	17.4	
LOS	A	C	A	E	B	A	D	B		F	B	
Approach Delay		30.1			23.8			19.3			63.5	
Approach LOS		C			C			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 33.2 (37%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 27.0		Intersection LOS: C	
Intersection Capacity Utilization 99.3%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	880	680	0	0	0
Future Volume (vph)	0	880	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1511	1168	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1511	1168	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

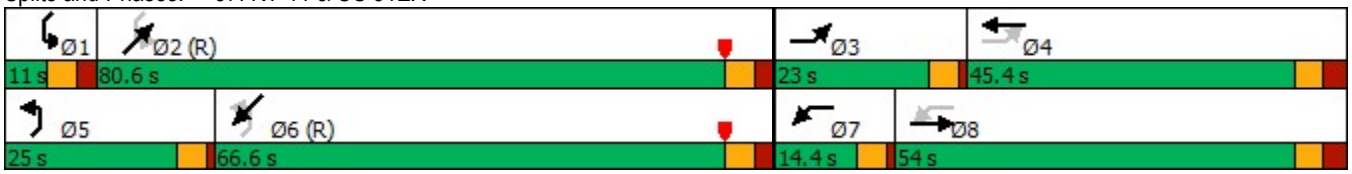
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.8%	ICU Level of Service	A
Analysis Period (min)	15		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.873			0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1626	0	1770	1807	0	1770	3504	0	1770	3525	0
Flt Permitted	0.619			0.089			0.063			0.103		
Satd. Flow (perm)	1153	1626	0	166	1807	0	117	3504	0	192	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		179			8			6			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	258	86	481	129	103	26	249	1168	86	34	1219	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	567	0	129	129	0	249	1254	0	34	1253	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	9.5	33.5		9.5	32.5		9.5	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	23.0	54.0		14.4	45.4		25.0	80.6		11.0	66.6	
Total Split (%)	14.4%	33.8%		9.0%	28.4%		15.6%	50.4%		6.9%	41.6%	
Maximum Green (s)	18.5	47.5		9.9	38.9		20.5	74.6		5.0	60.6	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.6		3.6	3.6	
All-Red Time (s)	1.0	3.0		1.0	3.0		1.0	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		4.5	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			19.0			20.0			22.0	
Pedestrian Calls (#/hr)		5			5			5			5	
Act Effct Green (s)	56.9	45.0		56.9	36.9		85.1	79.0		83.3	63.3	
Actuated g/C Ratio	0.36	0.28		0.36	0.23		0.53	0.49		0.52	0.40	
v/c Ratio	0.54	0.97		0.82	0.31		0.92	0.72		0.22	0.90	
Control Delay	40.1	68.1		70.9	49.2		83.9	35.9		15.3	44.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	40.1	68.1		70.9	49.2		83.9	35.9		15.3	44.8	
LOS	D	E		E	D		F	D		B	D	
Approach Delay		59.4			60.1			43.8			44.0	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:NESW, Start of Yellow			
Natural Cycle: 100			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 48.3		Intersection LOS: D	
Intersection Capacity Utilization 100.6%		ICU Level of Service G	
Analysis Period (min) 15			

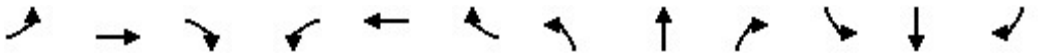
Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3479	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3479	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	52	232	232	1219	1056	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	232	232	1219	1193	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

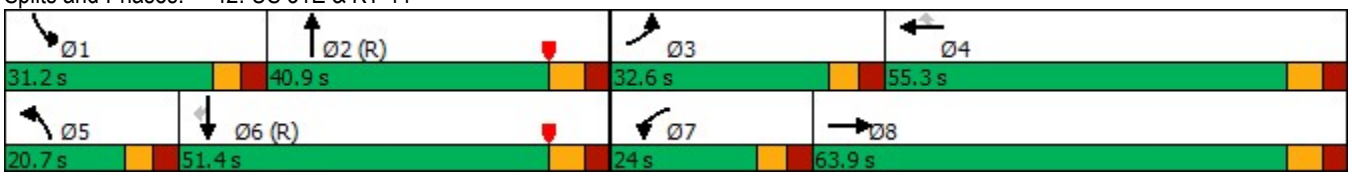


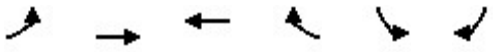
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.982				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3451	0	1770	3539	1583	1770	3476	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3451	0	1770	3539	1583	1770	3476	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				300		8				327
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	550	601	120	103	601	309	146	515	69	515	910	447
Shared Lane Traffic (%)												
Lane Group Flow (vph)	550	721	0	103	601	309	146	584	0	515	910	447
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	32.6	63.9		24.0	55.3	55.3	20.7	40.9		31.2	51.4	51.4
Total Split (%)	20.4%	39.9%		15.0%	34.6%	34.6%	12.9%	25.6%		19.5%	32.1%	32.1%
Maximum Green (s)	26.1	56.6		17.5	48.0	48.0	14.2	33.6		24.7	44.1	44.1
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	26.1	47.4		14.1	35.4	35.4	19.3	40.9		30.0	51.6	51.6
Actuated g/C Ratio	0.16	0.30		0.09	0.22	0.22	0.12	0.26		0.19	0.32	0.32
v/c Ratio	0.98	0.70		0.66	0.77	0.53	0.69	0.65		0.80	0.80	0.61
Control Delay	79.1	46.9		90.4	65.0	8.9	84.0	57.9		72.3	56.4	16.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	79.1	46.9		90.4	65.0	8.9	84.0	57.9		72.3	56.4	16.6
LOS	E	D		F	E	A	F	E		E	E	B
Approach Delay		60.8			50.5			63.1			51.3	
Approach LOS		E			D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 55.4		Intersection LOS: E	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

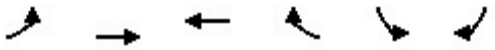
Splits and Phases: 42: US 31E & KY 44





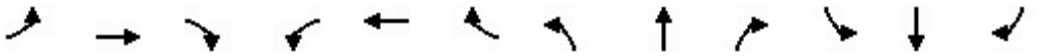
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1824	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1824	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	421	545	306	57	96	622
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	966	363	0	718	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		0	0		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	0	1503	1829	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	1829	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

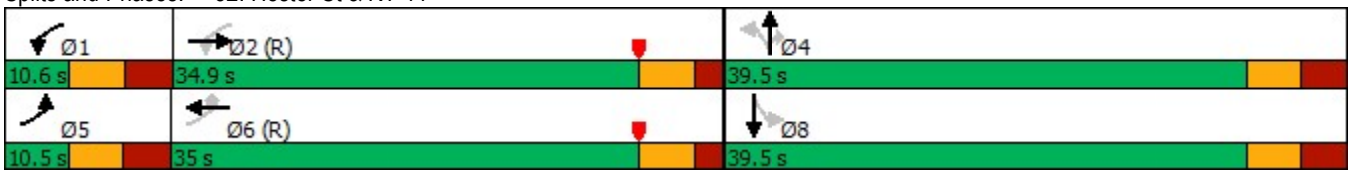


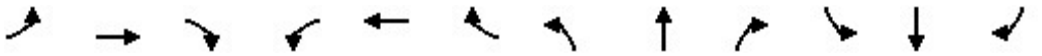
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.281				0.757				
Satd. Flow (perm)	1863	1842	0	523	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							114			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	621	51	111	749	0	31	0	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	672	0	111	749	0	0	31	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	34.9		10.6	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.1%		12.5%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.5		4.1	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		53.4		56.8	64.2			12.5	12.5			
Actuated g/C Ratio		0.63		0.67	0.76			0.15	0.15			
v/c Ratio		0.58		0.25	0.53			0.15	0.25			
Control Delay		18.4		8.4	18.9			28.7	3.6			
Queue Delay		0.0		0.0	0.0			0.0	0.0			
Total Delay		18.4		8.4	18.9			28.7	3.6			
LOS		B		A	B			C	A			
Approach Delay		18.4			17.6			10.5				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 35 (41%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



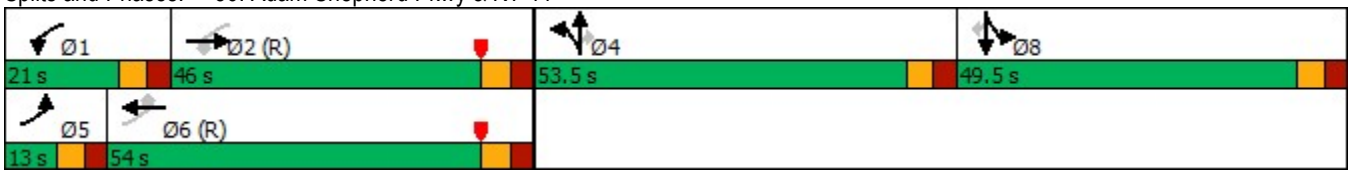


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.218			0.290			0.950			0.950		
Satd. Flow (perm)	406	3539	1583	540	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			432			150			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	13.0	46.0	46.0	21.0	54.0	54.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.6%	27.1%	27.1%	12.4%	31.8%	31.8%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	6.5	39.1	39.1	14.5	47.1	47.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	81.0	50.4	50.4	81.0	67.1	67.1	21.7	21.7	21.7	41.3	41.3	41.3
Actuated g/C Ratio	0.48	0.30	0.30	0.48	0.39	0.39	0.13	0.13	0.13	0.24	0.24	0.24
v/c Ratio	0.42	0.54	0.09	0.61	0.58	0.93	0.10	0.25	0.76	0.87	0.12	0.22
Control Delay	35.3	54.2	2.8	37.2	48.4	43.4	59.0	64.4	41.4	73.6	49.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	1.5	0.0	0.0	0.8	40.2	0.0	0.0
Total Delay	35.3	54.2	2.8	37.2	48.4	44.8	59.0	64.4	42.3	113.8	49.7	2.9
LOS	D	D	A	D	D	D	E	E	D	F	D	A
Approach Delay		47.5			45.2			47.3			96.3	
Approach LOS		D			D			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 109 (64%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 57.5		Intersection LOS: E	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	610	0	0	520
Future Volume (vph)	0	0	610	0	0	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	1167	0	0	995
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1167	0	0	995
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 33.0%		ICU Level of Service A	
Analysis Period (min) 15			



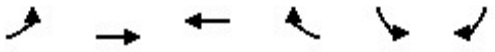
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	966	0	0	928	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	966	0	0	928	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	0			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			



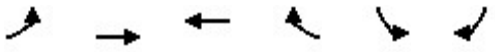
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	500	0	0
Future Volume (vph)	550	0	0	500	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	1052	0	0	957	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1052	0	0	957	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			0	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes					
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	600	510	0	0	0
Future Volume (vph)	0	600	510	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	1148	976	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1148	976	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	565	788	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	565	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

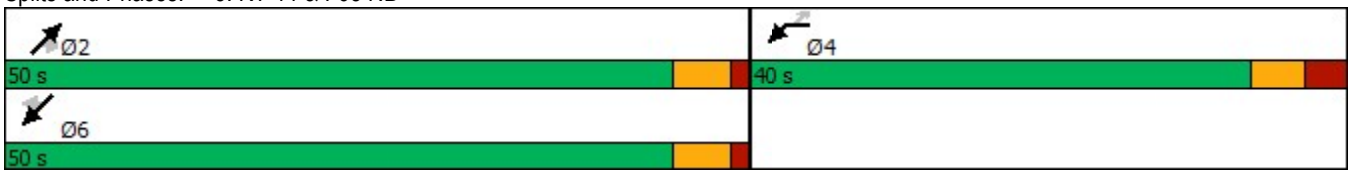
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						266			549			413
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				19.6		19.6		44.9	44.9		44.9	44.9
Actuated g/C Ratio				0.26		0.26		0.59	0.59		0.59	0.59
v/c Ratio				0.64		0.50		0.26	0.47		0.32	0.38
Control Delay				31.6		7.6		8.9	2.5		9.3	2.2
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				31.6		7.6		8.9	2.5		9.3	2.2
LOS				C		A		A	A		A	A
Approach Delay					19.3			5.7			6.6	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.140		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	506	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			346				27				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	158	0	391	0	0	0	929	174	212	739	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	158	0	391	0	0	0	1103	0	212	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.2		16.2				39.0		53.5	53.6	
Actuated g/C Ratio	0.20		0.20				0.47		0.65	0.65	
v/c Ratio	0.46		0.47				0.67		0.35	0.32	
Control Delay	34.0		7.2				19.3		7.3	7.1	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	34.0		7.2				19.3		7.3	7.1	
LOS	C		A				B		A	A	
Approach Delay	14.9						19.3			7.2	
Approach LOS	B						B			A	

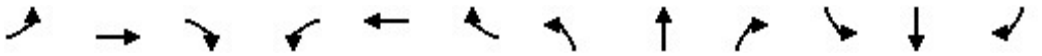
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 82.8			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	65	0	11	5	761	76	0	1005	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	65	11	5	837	0	0	1010	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

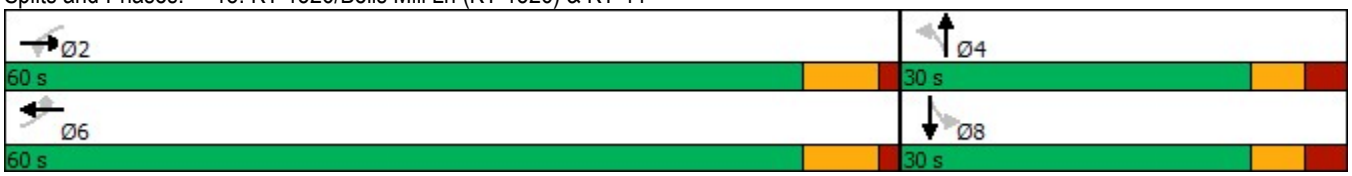


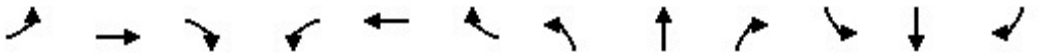
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.341									0.757		
Satd. Flow (perm)	635	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						375					255	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	38	429	0	0	663	375	0	0	0	158	0	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	429	0	0	663	375	0	0	0	158	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.6	53.6			53.6	53.6				14.2	14.2	
Actuated g/C Ratio	0.66	0.66			0.66	0.66				0.18	0.18	
v/c Ratio	0.09	0.35			0.54	0.32				0.64	0.08	
Control Delay	6.8	7.6			10.0	1.6				42.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	6.8	7.6			10.0	1.6				42.8	0.3	
LOS	A	A			A	A				D	A	
Approach Delay		7.6			6.9						34.6	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



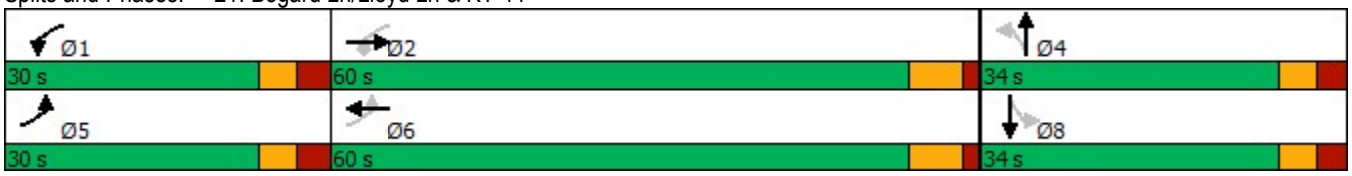


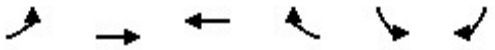
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	1723	0	0	1719	0
Flt Permitted	0.161			0.418			0.599				0.855	
Satd. Flow (perm)	300	1863	1583	779	1852	0	1116	1723	0	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		2			27			30	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	11	495	76	92	913	38	65	27	27	54	27	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	495	76	92	951	0	65	54	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	63.6	54.0	54.0	59.8	62.4		12.5	12.5			12.5	
Actuated g/C Ratio	0.70	0.60	0.60	0.66	0.69		0.14	0.14			0.14	
v/c Ratio	0.04	0.44	0.08	0.16	0.74		0.42	0.21			0.63	
Control Delay	4.9	13.3	2.3	5.3	16.0		45.4	22.9			42.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.9	13.3	2.3	5.3	16.0		45.4	22.9			42.3	
LOS	A	B	A	A	B		D	C			D	
Approach Delay		11.7			15.0			35.2			42.3	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 90.4			
Natural Cycle: 105			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

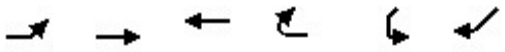
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





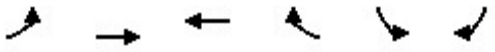
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1855	1859	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1855	1859	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	495	870	11	33	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	881	0	33	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			



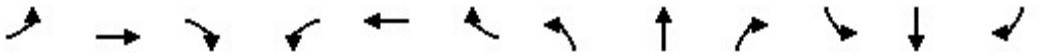
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	1852	1861	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	1852	1861	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	516	652	5	5	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	657	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	717	940	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	717	940	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			



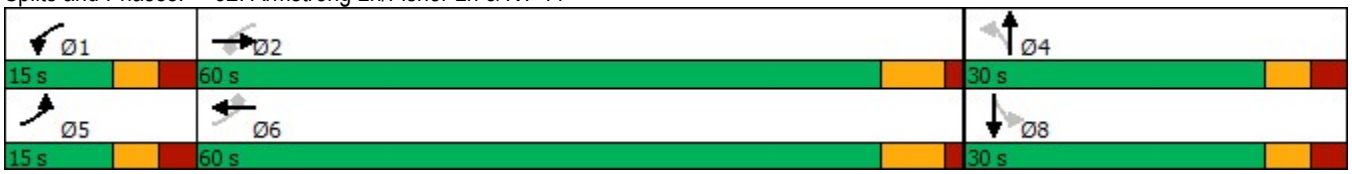
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.443			0.410			0.743			0.357		
Satd. Flow (perm)	825	1863	1583	1482	1863	1583	1384	1595	0	665	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			104		261			11	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	11	516	38	92	489	33	92	11	261	11	11	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	516	38	92	489	33	92	272	0	11	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

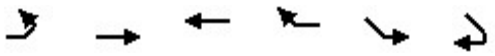
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	62.7	53.9	53.9	58.9	61.5	61.5	11.2	11.2		10.2	10.2	
Actuated g/C Ratio	0.71	0.61	0.61	0.67	0.70	0.70	0.13	0.13		0.12	0.12	
v/c Ratio	0.02	0.45	0.04	0.08	0.38	0.03	0.53	0.63		0.14	0.11	
Control Delay	4.3	12.3	0.1	4.3	7.9	0.0	48.0	12.8		39.0	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.3	12.3	0.1	4.3	7.9	0.0	48.0	12.8		39.0	24.5	
LOS	A	B	A	A	A	A	D	B		D	C	
Approach Delay		11.4			7.0			21.7			29.3	
Approach LOS		B			A			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 88.2
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	620	870	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	870	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1673	0	1770	1723	0	1770	3504	0	1770	3511	0
Flt Permitted	0.950			0.950			0.405			0.347		
Satd. Flow (perm)	1770	1673	0	1770	1723	0	754	3504	0	646	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		52			22			5			4	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	174	33	71	33	22	22	120	701	49	27	511	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	104	0	33	44	0	120	750	0	27	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0		33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%		17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5		26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	19.9	19.9		8.3	8.3		102.1	97.0		96.0	89.7	
Actuated g/C Ratio	0.13	0.13		0.06	0.06		0.69	0.65		0.65	0.60	
v/c Ratio	0.74	0.39		0.34	0.38		0.21	0.33		0.06	0.25	
Control Delay	81.4	35.5		79.9	51.2		9.7	14.2		9.6	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.4	35.5		79.9	51.2		9.7	14.2		9.6	15.5	
LOS	F	D		E	D		A	B		A	B	
Approach Delay		64.2			63.5			13.6			15.3	
Approach LOS		E			E			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 188
Actuated Cycle Length: 148.7
Natural Cycle: 115
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.74
Intersection Signal Delay: 24.1 Intersection LOS: C
Intersection Capacity Utilization 62.0% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3468	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3468	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	190	707	413	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	98	190	707	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

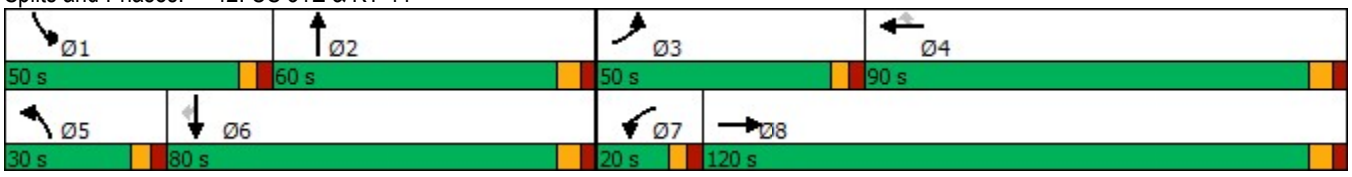
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	35.4%	ICU Level of Service	A
Analysis Period (min)	15		

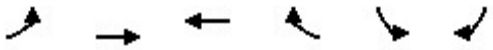
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3465	0	1770	3539	1583	1770	3486	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3465	0	1770	3539	1583	1770	3486	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				207		4				201
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	359	326	54	22	212	207	65	293	33	141	228	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	380	0	22	212	207	65	326	0	141	228	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	21.2	35.1		7.5	16.0	16.0	11.2	72.3		11.9	73.0	73.0
Actuated g/C Ratio	0.14	0.24		0.05	0.11	0.11	0.08	0.48		0.08	0.49	0.49
v/c Ratio	0.74	0.46		0.25	0.56	0.58	0.49	0.19		0.51	0.13	0.23
Control Delay	71.5	51.0		78.0	69.9	14.6	80.6	23.2		73.9	22.5	3.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	71.5	51.0		78.0	69.9	14.6	80.6	23.2		73.9	22.5	3.7
LOS	E	D		E	E	B	F	C		E	C	A
Approach Delay		61.0			44.4			32.7			28.6	
Approach LOS		E			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 149.2			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 43.8		Intersection LOS: D	
Intersection Capacity Utilization 57.4%		ICU Level of Service B	
Analysis Period (min) 15			

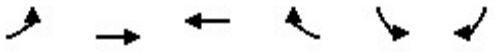
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.959		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1786	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1786	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	98	98	43	22	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	207	141	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	842	652	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	842	652	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

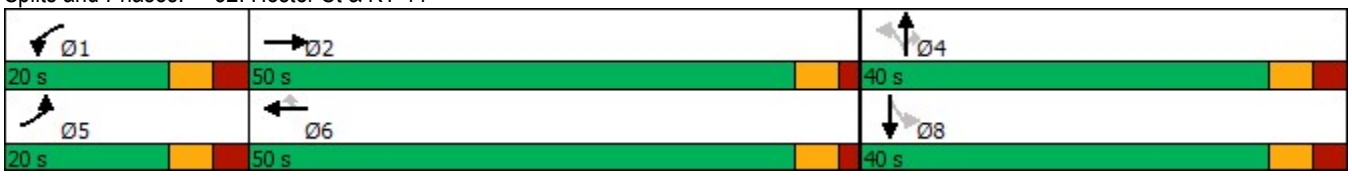
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 24.8%		ICU Level of Service A	
Analysis Period (min) 15			

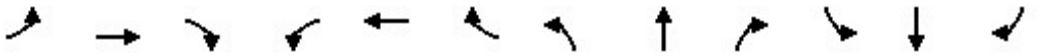
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							357			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	643	8	27	504	0	0	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	27	504	0	0	0	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		58.3		7.5	63.2				10.1			
Actuated g/C Ratio		0.80		0.10	0.87				0.14			
v/c Ratio		0.44		0.15	0.31				0.05			
Control Delay		12.1		37.1	5.3				0.2			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		12.1		37.1	5.3				0.2			
LOS		B		D	A				A			
Approach Delay		12.1			6.9			0.2				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 72.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



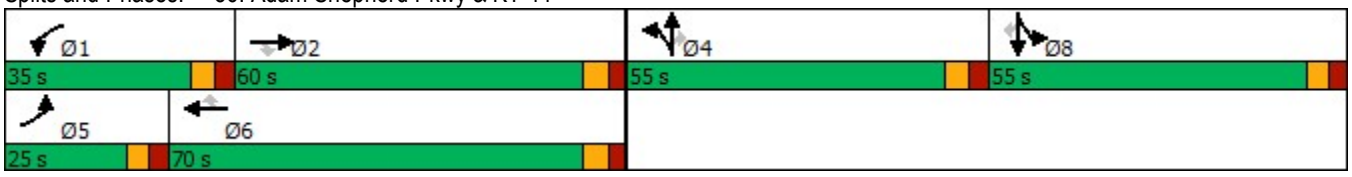


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			180			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	10.6	56.7	56.7	18.7	68.2	68.2	13.0	13.0	13.0	20.8	20.8	20.8
Actuated g/C Ratio	0.08	0.41	0.41	0.14	0.50	0.50	0.10	0.10	0.10	0.15	0.15	0.15
v/c Ratio	0.36	0.41	0.02	0.67	0.27	0.50	0.12	0.12	0.58	0.61	0.04	0.10
Control Delay	74.4	34.4	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	34.6	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
LOS	E	C	A	E	C	A	E	E	B	E	D	A
Approach Delay		36.7			25.9			23.1			54.5	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 136.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	320	0	0	330
Future Volume (vph)	0	0	320	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	0	0	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	348	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.5%		ICU Level of Service A	
Analysis Period (min) 15			



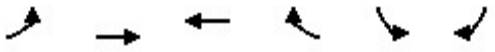
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	190	0	0	220	0	0
Future Volume (vph)	190	0	0	220	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	0	239	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	239	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			



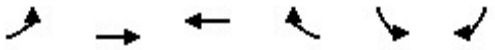
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	210	0	0	250	0	0
Future Volume (vph)	210	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	0	272	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	0	272	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	320	0	0	0
Future Volume (vph)	0	280	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	348	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	348	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	982	705	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	705	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

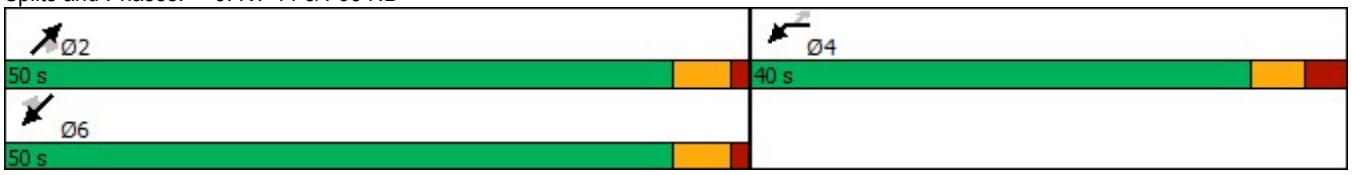
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71			408			261
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				30.2		30.2		44.8	44.8		44.8	44.8
Actuated g/C Ratio				0.35		0.35		0.52	0.52		0.52	0.52
v/c Ratio				0.84		0.55		0.56	0.40		0.47	0.28
Control Delay				39.6		21.1		16.3	2.7		15.0	2.5
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				39.6		21.1		16.3	2.7		15.0	2.5
LOS				D		C		B	A		B	A
Approach Delay					32.5			12.4			12.1	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.9			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.088		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	318	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			156				66				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	353	0	745	0	0	0	1071	391	304	1065	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	353	0	745	0	0	0	1462	0	304	1065	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	26.2		26.2				38.8		53.6	53.7	
Actuated g/C Ratio	0.28		0.28				0.42		0.58	0.58	
v/c Ratio	0.71		0.83				1.00		0.65	0.52	
Control Delay	38.4		33.4				51.8		20.2	13.3	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	38.4		33.4				51.8		20.2	13.3	
LOS	D		C				D		C	B	
Approach Delay	35.0						51.8			14.8	
Approach LOS	D						D			B	

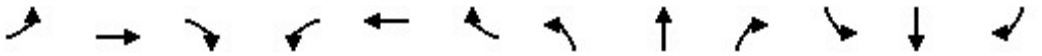
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 92.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	38	0	5	22	1201	120	0	1071	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	38	5	22	1321	0	0	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

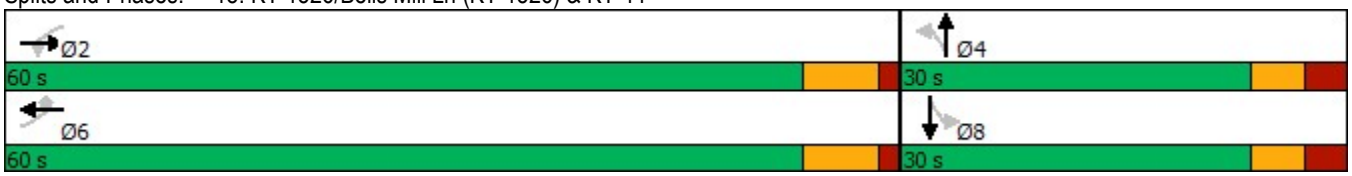


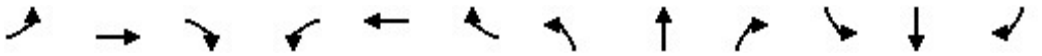
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.381									0.757		
Satd. Flow (perm)	710	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						168					329	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	54	848	0	0	549	168	0	0	0	326	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	848	0	0	549	168	0	0	0	326	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.5	53.5			53.5	53.5				22.5	22.5	
Actuated g/C Ratio	0.60	0.60			0.60	0.60				0.25	0.25	
v/c Ratio	0.13	0.76			0.49	0.16				0.92	0.08	
Control Delay	9.0	18.8			12.1	1.7				64.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	9.0	18.8			12.1	1.7				64.8	0.3	
LOS	A	B			B	A				E	A	
Approach Delay		18.2			9.7						55.6	
Approach LOS		B			A						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



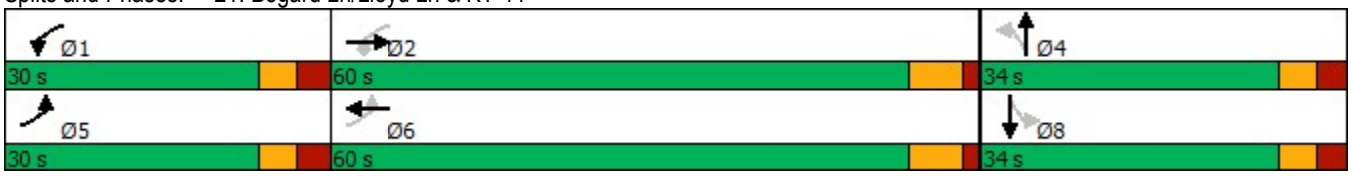


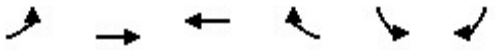
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	1863	1583	1770	1840	0	1770	1624	0	0	1716	0
Flt Permitted	0.316			0.106			0.811				0.823	
Satd. Flow (perm)	589	1863	1583	197	1840	0	1511	1624	0	0	1443	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		4			65			29	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	38	1027	103	65	636	54	38	11	65	38	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1027	103	65	690	0	38	76	0	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	61.1	56.7	56.7	59.9	59.4		9.0	9.0			9.0	
Actuated g/C Ratio	0.73	0.68	0.68	0.72	0.71		0.11	0.11			0.11	
v/c Ratio	0.07	0.81	0.09	0.25	0.53		0.24	0.33			0.48	
Control Delay	3.8	22.4	2.9	6.1	11.5		40.0	16.5			36.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.8	22.4	2.9	6.1	11.5		40.0	16.5			36.3	
LOS	A	C	A	A	B		D	B			D	
Approach Delay		20.1			11.0			24.4			36.3	
Approach LOS		C			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 83.7			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

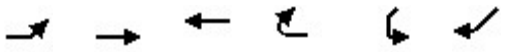
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





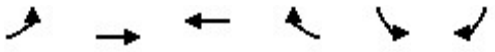
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1853	1846	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1853	1846	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	973	761	54	38	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1082	815	0	38	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 105.8%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	1846	1861	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	1846	1861	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	853	652	5	5	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	657	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 106.4%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1087	815	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1087	815	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

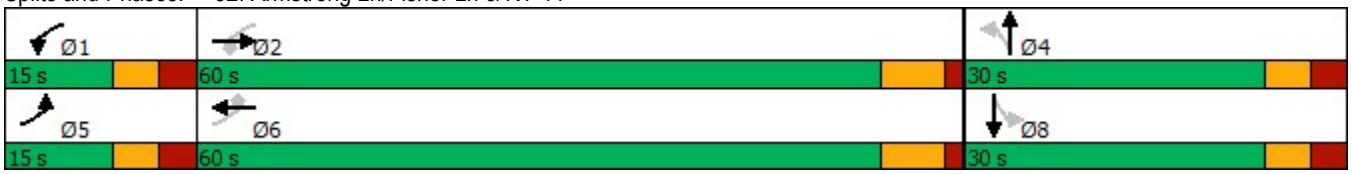
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

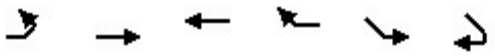
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.859			0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1600	0	1770	1663	0
Flt Permitted	0.305			0.263			0.732			0.435		
Satd. Flow (perm)	568	1863	1583	950	1863	1583	1364	1600	0	810	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			120		179			27	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	38	728	92	337	701	120	54	11	179	43	11	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	728	92	337	701	120	54	190	0	43	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	64.1	53.5	53.5	61.3	60.3	60.3	9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.71	0.59	0.59	0.68	0.67	0.67	0.10	0.10		0.10	0.10	
v/c Ratio	0.08	0.66	0.09	0.39	0.56	0.11	0.39	0.59		0.52	0.20	
Control Delay	3.9	16.5	1.9	5.1	12.1	2.0	45.9	15.1		60.6	20.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.9	16.5	1.9	5.1	12.1	2.0	45.9	15.1		60.6	20.8	
LOS	A	B	A	A	B	A	D	B		E	C	
Approach Delay		14.4			9.0			21.9			41.9	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 90.1			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	739	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1000	739	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.873			0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1626	0	1770	1807	0	1770	3504	0	1770	3525	0
Flt Permitted	0.950			0.950			0.271			0.312		
Satd. Flow (perm)	1770	1626	0	1770	1807	0	505	3504	0	581	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		136			5			5			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	163	54	304	82	65	16	158	739	54	22	772	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	358	0	82	81	0	158	793	0	22	794	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA		Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases							2			6		
Detector Phase	8	8		4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5		32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0		33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%		17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5		26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0		19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	29.3	29.3		13.1	13.1		102.2	97.1		95.8	89.4	
Actuated g/C Ratio	0.18	0.18		0.08	0.08		0.62	0.59		0.58	0.54	
v/c Ratio	0.52	0.90		0.59	0.55		0.42	0.39		0.06	0.42	
Control Delay	68.2	66.6		92.5	84.7		18.1	21.5		15.1	24.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	68.2	66.6		92.5	84.7		18.1	21.5		15.1	24.9	
LOS	E	E		F	F		B	C		B	C	
Approach Delay		67.1			88.6			21.0			24.6	
Approach LOS		E			F			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 165.9			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 36.5		Intersection LOS: D	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3479	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3479	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	147	147	772	668	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	147	147	772	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

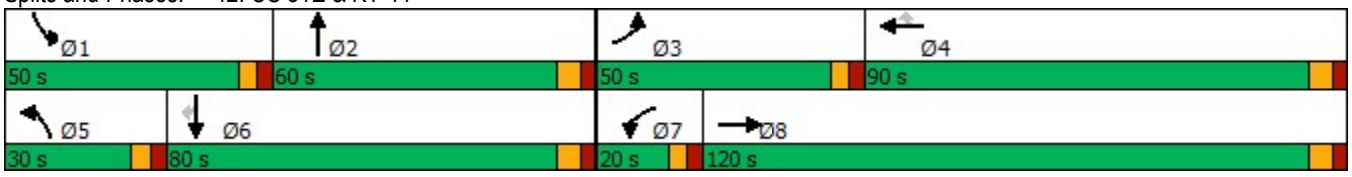
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	40.4%	ICU Level of Service	A
Analysis Period (min)	15		

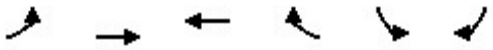
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3451	0	1770	3539	1583	1770	3479	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3451	0	1770	3539	1583	1770	3479	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		12				196		5				283
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	348	380	76	65	380	196	92	326	43	326	576	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	456	0	65	380	196	92	369	0	326	576	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	22.2	36.0		11.4	25.1	25.1	14.3	66.2		21.2	73.2	73.2
Actuated g/C Ratio	0.14	0.22		0.07	0.15	0.15	0.09	0.41		0.13	0.45	0.45
v/c Ratio	0.74	0.59		0.53	0.70	0.48	0.59	0.26		0.73	0.36	0.33
Control Delay	78.4	58.6		91.4	73.0	11.5	89.1	34.0		78.7	31.8	4.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	78.4	58.6		91.4	73.0	11.5	89.1	34.0		78.7	31.8	4.3
LOS	E	E		F	E	B	F	C		E	C	A
Approach Delay		67.2			56.0			45.0			38.2	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 162.5			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 50.4		Intersection LOS: D	
Intersection Capacity Utilization 62.9%		ICU Level of Service B	
Analysis Period (min) 15			

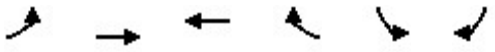
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1822	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1822	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	310	174	33	54	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	549	207	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	951	1158	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	951	1158	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

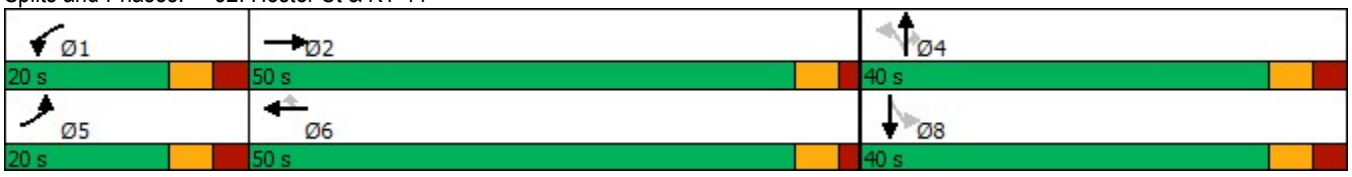
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.8%		ICU Level of Service A	
Analysis Period (min) 15			

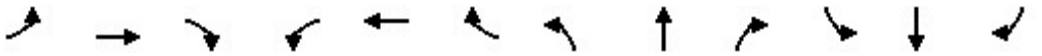
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.950				0.757				
Satd. Flow (perm)	1863	1842	0	1770	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							88			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	586	48	104	707	0	29	0	77	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	104	707	0	0	29	77	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		51.0		10.4	64.5			11.3	11.3			
Actuated g/C Ratio		0.61		0.12	0.77			0.14	0.14			
v/c Ratio		0.56		0.47	0.49			0.15	0.27			
Control Delay		18.9		44.9	8.2			33.3	8.0			
Queue Delay		0.0		0.0	0.3			0.0	0.0			
Total Delay		18.9		44.9	8.5			33.3	8.0			
LOS		B		D	A			C	A			
Approach Delay		18.9			13.2			14.9				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 83.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



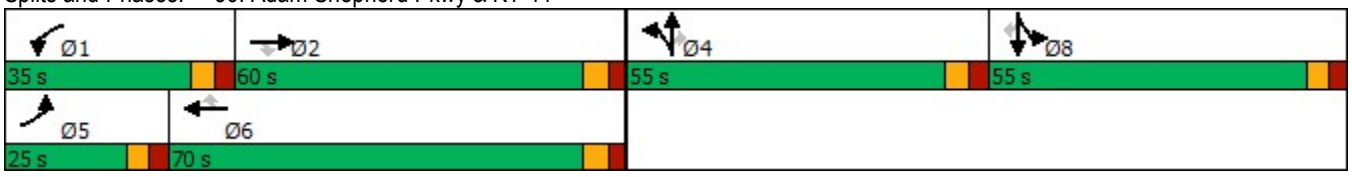


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			232			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	16.4	53.8	53.8	28.9	66.4	66.4	15.9	15.9	15.9	38.3	38.3	38.3
Actuated g/C Ratio	0.10	0.33	0.33	0.18	0.41	0.41	0.10	0.10	0.10	0.23	0.23	0.23
v/c Ratio	0.67	0.46	0.08	0.87	0.53	0.90	0.12	0.31	0.66	0.85	0.12	0.22
Control Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
LOS	F	D	A	F	D	D	E	E	B	E	D	A
Approach Delay		52.0			48.0			30.1			62.7	
Approach LOS		D			D			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 163.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 50.6		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	640	0	0	550
Future Volume (vph)	0	0	640	0	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	696	0	0	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	696	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.0%		ICU Level of Service A	
Analysis Period (min) 15			



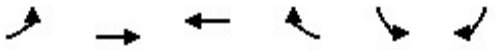
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	0	0	527	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	549	0	0	527	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			



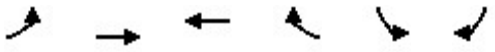
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	0	0	554	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	0	0	554	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	610	530	0	0	0
Future Volume (vph)	0	610	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	576	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	663	576	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	712	993	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	993	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

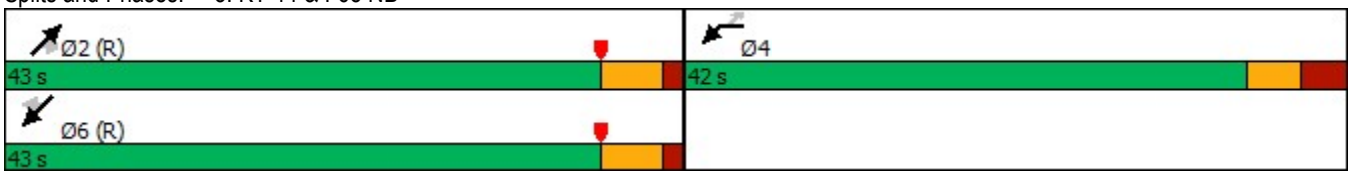


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158			582			653
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	158%	158%	158%	121%	106%	158%	123%	158%
Adj. Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				26.5		26.5		46.7	46.7		46.7	46.7
Actuated g/C Ratio				0.31		0.31		0.55	0.55		0.55	0.55
v/c Ratio				0.55		0.80		0.34	0.51		0.42	0.56
Control Delay				26.9		27.1		7.2	1.7		13.5	3.4
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				26.9		27.1		7.2	1.7		13.5	3.4
LOS				C		C		A	A		B	A
Approach Delay					27.0			4.6			9.0	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 31 (36%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB

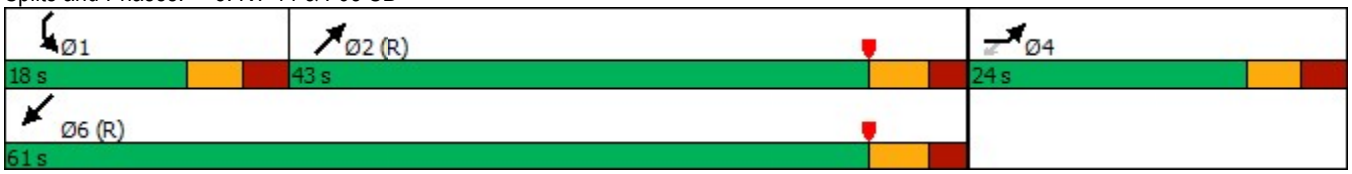


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			391				32				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	126%
Adj. Flow (vph)	249	0	415	0	0	0	985	184	335	783	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	249	0	415	0	0	0	1169	0	335	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	24.0		24.0				43.0		18.0	61.0	
Total Split (%)	28.2%		28.2%				50.6%		21.2%	71.8%	
Maximum Green (s)	17.5		17.5				36.6		11.5	54.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.8		16.8				37.4		11.4	55.3	
Actuated g/C Ratio	0.20		0.20				0.44		0.13	0.65	
v/c Ratio	0.71		0.48				0.76		0.73	0.34	
Control Delay	44.2		6.2				25.4		47.5	10.0	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	44.2		6.2				25.4		47.5	10.0	
LOS	D		A				C		D	A	
Approach Delay	20.5						25.4			21.2	
Approach LOS	C						C			C	

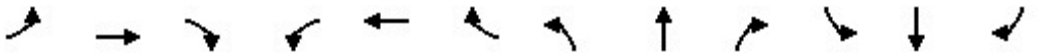
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 11 (13%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.984			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	132%	158%	158%	135%	158%
Adj. Flow (vph)	0	0	9	103	0	17	9	1004	120	0	1357	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	103	17	9	1124	0	0	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

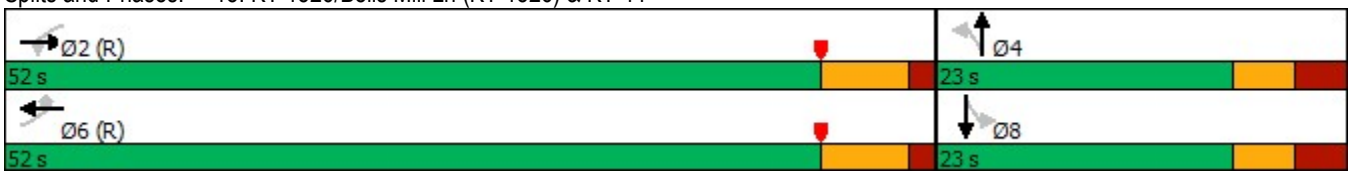


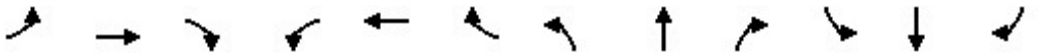
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.225									0.757		
Satd. Flow (perm)	419	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						473					179	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	541	0	0	835	473	0	0	0	199	0	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	541	0	0	835	473	0	0	0	199	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	52.0	52.0		52.0	52.0	52.0	23.0	23.0		23.0	23.0	
Total Split (%)	69.3%	69.3%		69.3%	69.3%	69.3%	30.7%	30.7%		30.7%	30.7%	
Maximum Green (s)	45.5	45.5		45.5	45.5	45.5	16.5	16.5		16.5	16.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	47.7	47.7			47.7	47.7				14.3	14.3	
Actuated g/C Ratio	0.64	0.64			0.64	0.64				0.19	0.19	
v/c Ratio	0.18	0.46			0.70	0.40				0.74	0.11	
Control Delay	8.5	9.0			13.2	1.8				45.7	0.5	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	8.5	9.0			13.2	1.8				45.7	0.5	
LOS	A	A			B	A				D	A	
Approach Delay		9.0			9.0						36.9	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 65 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



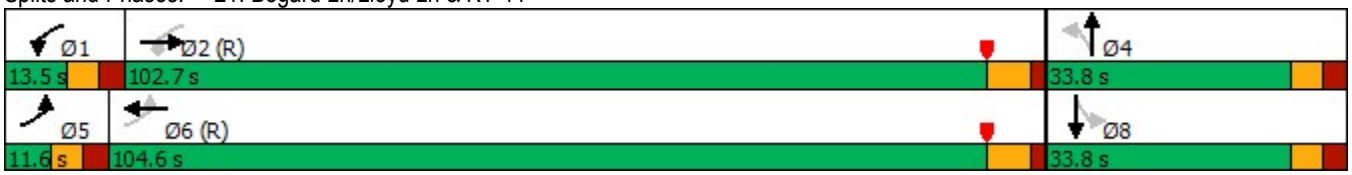


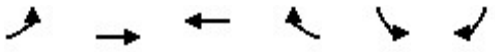
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	1723	0	0	1719	0
Flt Permitted	0.067			0.350			0.479				0.850	
Satd. Flow (perm)	125	1863	1583	652	1852	0	892	1723	0	0	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96		3			29			24	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	14	623	96	116	1150	48	82	34	34	68	34	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	623	96	116	1198	0	82	68	0	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	102.7	102.7	13.5	104.6		33.8	33.8		33.8	33.8	
Total Split (%)	7.7%	68.5%	68.5%	9.0%	69.7%		22.5%	22.5%		22.5%	22.5%	
Maximum Green (s)	5.1	96.1	96.1	7.0	98.0		27.3	27.3		27.3	27.3	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	113.4	102.0	102.0	109.5	111.1		21.0	21.0			21.0	
Actuated g/C Ratio	0.76	0.68	0.68	0.73	0.74		0.14	0.14			0.14	
v/c Ratio	0.09	0.49	0.09	0.22	0.87		0.66	0.26			0.81	
Control Delay	5.2	12.5	1.5	5.9	25.5		84.2	35.6			78.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	5.2	12.5	1.5	5.9	25.5		84.2	35.6			78.8	
LOS	A	B	A	A	C		F	D			E	
Approach Delay		10.9			23.8			62.2			78.8	
Approach LOS		B			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

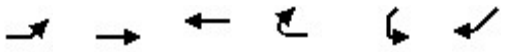
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





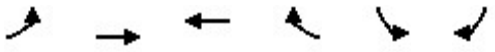
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1855	1859	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1855	1859	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	623	1096	14	41	151
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	671	1110	0	41	151
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	76.5%	ICU Level of Service	D
Analysis Period (min)	15		



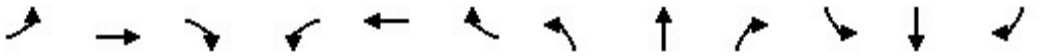
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	1852	1861	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	1852	1861	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	96	651	822	7	7	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	829	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1133	1486	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1133	1486	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

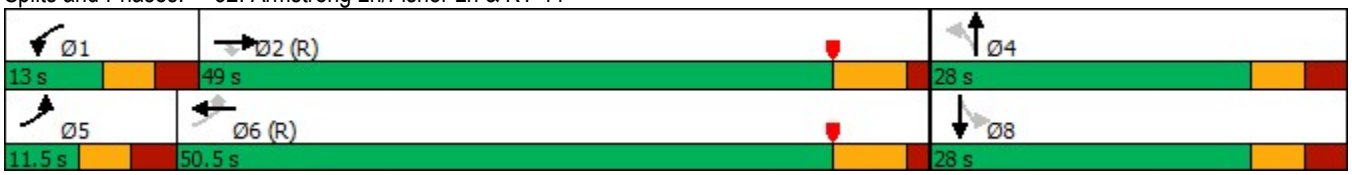


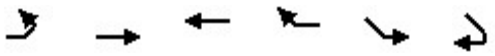
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.855			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1593	0	1770	1723	0
Flt Permitted	0.336			0.950			0.739			0.265		
Satd. Flow (perm)	626	1863	1583	3433	1863	1583	1377	1593	0	494	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		274			14	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	126%	126%	126%	158%	126%	158%	126%	126%	158%	158%	126%	126%
Adj. Flow (vph)	14	651	48	146	616	52	116	14	412	17	14	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	651	48	146	616	52	116	426	0	17	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2			6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.5	49.0	49.0	13.0	50.5	50.5	28.0	28.0		28.0	28.0	
Total Split (%)	12.8%	54.4%	54.4%	14.4%	56.1%	56.1%	31.1%	31.1%		31.1%	31.1%	
Maximum Green (s)	5.0	42.4	42.4	6.5	43.9	43.9	21.5	21.5		21.5	21.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	60.6	47.6	47.6	7.6	59.5	59.5	15.1	15.1		13.8	13.8	
Actuated g/C Ratio	0.67	0.53	0.53	0.08	0.66	0.66	0.17	0.17		0.15	0.15	
v/c Ratio	0.03	0.66	0.05	0.50	0.50	0.05	0.50	0.86		0.23	0.10	
Control Delay	6.4	20.9	0.1	45.9	11.8	0.1	40.0	30.0		36.6	19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.4	20.9	0.1	45.9	11.8	0.1	40.0	30.0		36.6	19.2	
LOS	A	C	A	D	B	A	D	C		D	B	
Approach Delay		19.2			17.2			32.1			25.7	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBWB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	979	1374	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	979	1374	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.898			0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1673	0	1770	1723	0	1770	3504	0	1770	3511	0
Flt Permitted	0.713			0.507			0.265			0.167		
Satd. Flow (perm)	1328	1673	0	944	1723	0	494	3504	0	311	3511	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		73			29			6			4	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	275	52	112	52	34	34	189	1108	77	43	807	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	275	164	0	52	68	0	189	1185	0	43	850	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.5	33.5		11.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	30.0	51.0		12.0	33.0		27.0	76.0		11.0	60.0	
Total Split (%)	20.0%	34.0%		8.0%	22.0%		18.0%	50.7%		7.3%	40.0%	
Maximum Green (s)	23.5	44.5		5.5	26.5		21.0	70.0		5.0	54.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	30.7	26.3		30.7	9.1		95.6	91.1		96.8	83.2	
Actuated g/C Ratio	0.20	0.18		0.20	0.06		0.64	0.61		0.65	0.55	
v/c Ratio	0.81	0.46		0.23	0.52		0.45	0.56		0.16	0.44	
Control Delay	69.7	33.9		44.6	54.7		13.6	20.7		8.3	24.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	69.7	33.9		44.6	54.7		13.6	20.7		8.3	24.4	
LOS	E	C		D	D		B	C		A	C	
Approach Delay		56.3			50.4			19.7			23.7	
Approach LOS		E			D			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 27.9		Intersection LOS: C	
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3468	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3468	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	52	155	301	1116	653	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	155	301	1116	756	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	48.3%	ICU Level of Service	A
Analysis Period (min)	15		

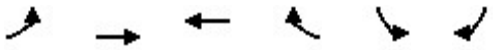
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.984				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3465	0	1770	3539	1583	1770	3483	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3465	0	1770	3539	1583	1770	3483	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				239		8				318
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	158%	176%	158%	158%	176%	176%	158%	158%
Adj. Flow (vph)	567	515	86	38	335	363	103	464	57	249	361	318
Shared Lane Traffic (%)												
Lane Group Flow (vph)	567	601	0	38	335	363	103	521	0	249	361	318
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	34.0	74.0		15.3	55.3	55.3	18.7	41.7		19.0	42.0	42.0
Total Split (%)	22.7%	49.3%		10.2%	36.9%	36.9%	12.5%	27.8%		12.7%	28.0%	28.0%
Maximum Green (s)	27.5	66.7		8.8	48.0	48.0	12.2	34.4		12.5	34.7	34.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	26.9	45.5		7.8	24.0	24.0	14.4	54.7		16.8	57.1	57.1
Actuated g/C Ratio	0.18	0.30		0.05	0.16	0.16	0.10	0.36		0.11	0.38	0.38
v/c Ratio	0.92	0.57		0.42	0.59	0.80	0.61	0.41		0.65	0.27	0.40
Control Delay	69.2	37.2		82.2	61.8	33.1	79.5	38.4		71.7	35.2	5.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	69.2	37.2		82.2	61.8	33.1	79.5	38.4		71.7	35.2	5.6
LOS	E	D		F	E	C	E	D		E	D	A
Approach Delay		52.7			48.7			45.2			34.8	
Approach LOS		D			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 146 (97%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 45.7		Intersection LOS: D	
Intersection Capacity Utilization 66.6%		ICU Level of Service C	
Analysis Period (min) 15			

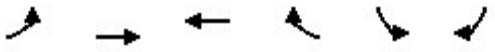
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.958		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1785	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1785	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	191	172	172	77	38	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	249	0	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1331	1030	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1331	1030	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

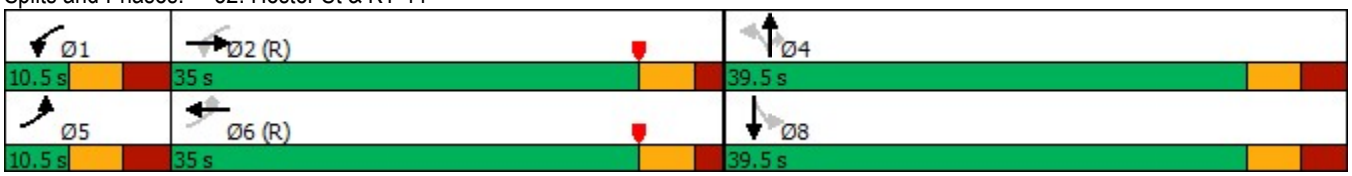
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.2%		ICU Level of Service A	
Analysis Period (min) 15			

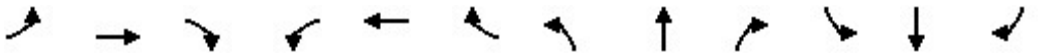
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.309								
Satd. Flow (perm)	1863	1859	0	576	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							201			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	682	8	29	535	0	0	0	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	0	29	535	0	0	0	28	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	35.0		10.5	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.2%		12.4%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.6		4.0	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		64.2		63.0	68.9				11.4			
Actuated g/C Ratio		0.76		0.74	0.81				0.13			
v/c Ratio		0.49		0.06	0.35				0.07			
Control Delay		13.7		9.2	17.6				0.3			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		13.7		9.2	17.6				0.3			
LOS		B		A	B				A			
Approach Delay		13.7			17.1			0.3				
Approach LOS		B			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 66 (78%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



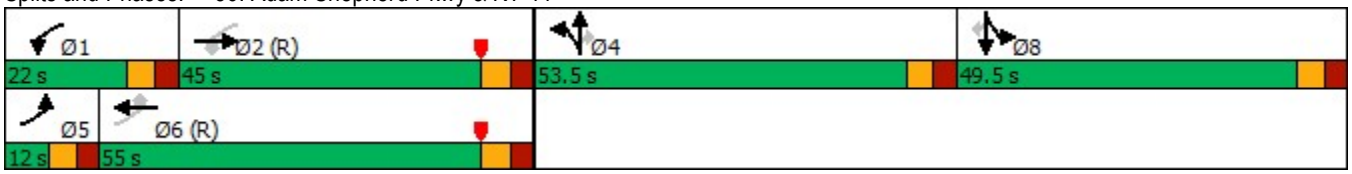


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.437			0.351			0.950			0.950		
Satd. Flow (perm)	814	3539	1583	654	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			435			191			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	12.0	45.0	45.0	22.0	55.0	55.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.1%	26.5%	26.5%	12.9%	32.4%	32.4%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	5.5	38.1	38.1	15.5	48.1	48.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	104.2	87.3	87.3	102.9	97.9	97.9	15.5	15.5	15.5	25.6	25.6	25.6
Actuated g/C Ratio	0.61	0.51	0.51	0.61	0.58	0.58	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.10	0.35	0.02	0.35	0.25	0.47	0.13	0.13	0.60	0.66	0.05	0.10
Control Delay	21.9	34.0	0.1	20.2	22.9	10.1	65.4	65.3	14.9	73.2	56.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	34.0	0.1	20.2	22.9	10.2	65.4	65.3	14.9	73.2	56.8	0.5
LOS	C	C	A	C	C	B	E	E	B	E	E	A
Approach Delay		32.3			17.0			24.2			65.9	
Approach LOS		C			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 30 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	400	0	0	360
Future Volume (vph)	0	0	400	0	0	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	765	0	0	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	765	0	0	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			



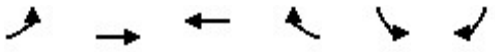
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	250	0	0	250	0	0
Future Volume (vph)	250	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	158%	176%	176%	158%	158%
Adj. Flow (vph)	478	0	0	478	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	478	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			



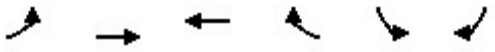
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	0	0	275	0	0
Future Volume (vph)	300	0	0	275	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	158%	158%
Adj. Flow (vph)	574	0	0	526	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	0	0	526	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	360	320	0	0	0
Future Volume (vph)	0	360	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	158%	158%
Adj. Flow (vph)	0	689	612	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	689	612	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1237	889	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1237	889	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

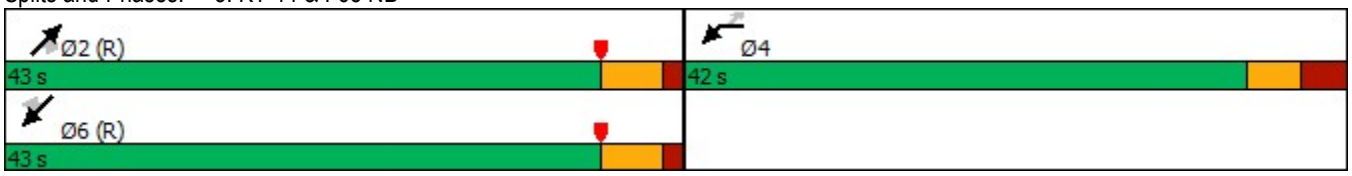
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						30			432			412
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	126%	126%	158%	124%	106%	158%	125%	158%
Adj. Flow (vph)	0	0	0	547	0	411	0	1260	432	0	1067	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	547	0	411	0	1260	432	0	1067	412
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				32.0		32.0		41.2	41.2		41.2	41.2
Actuated g/C Ratio				0.38		0.38		0.48	0.48		0.48	0.48
v/c Ratio				0.82		0.67		0.74	0.44		0.62	0.42
Control Delay				34.6		25.7		14.7	2.4		19.0	3.1
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				34.6		25.7		14.7	2.4		19.0	3.1
LOS				C		C		B	A		B	A
Approach Delay					30.8			11.5			14.6	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 17.1		Intersection LOS: B	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB

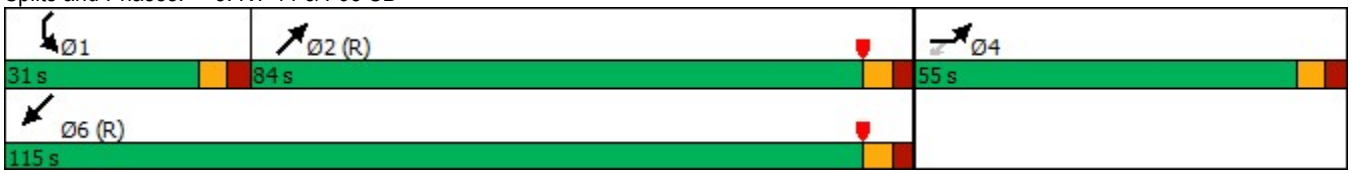


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			185				40				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	126%
Adj. Flow (vph)	558	0	789	0	0	0	1135	415	481	1129	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	558	0	789	0	0	0	1550	0	481	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	55.0		55.0				84.0		31.0	115.0	
Total Split (%)	32.4%		32.4%				49.4%		18.2%	67.6%	
Maximum Green (s)	48.5		48.5				77.6		24.5	108.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	48.5		48.5				77.6		24.5	108.6	
Actuated g/C Ratio	0.29		0.29				0.46		0.14	0.64	
v/c Ratio	1.11		0.85				0.99		0.97	0.50	
Control Delay	126.9		53.4				57.6		93.7	13.7	
Queue Delay	0.0		0.1				0.0		0.0	0.0	
Total Delay	126.9		53.5				57.6		93.7	13.8	
LOS	F		D				E		F	B	
Approach Delay	83.9						57.6			37.7	
Approach LOS	F						E			D	

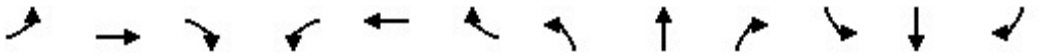
Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 58.3		Intersection LOS: E	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.983			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3479	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3479	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	120%	158%	158%	132%	158%
Adj. Flow (vph)	0	0	9	60	0	9	34	1441	189	0	1413	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	60	9	34	1630	0	0	1422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

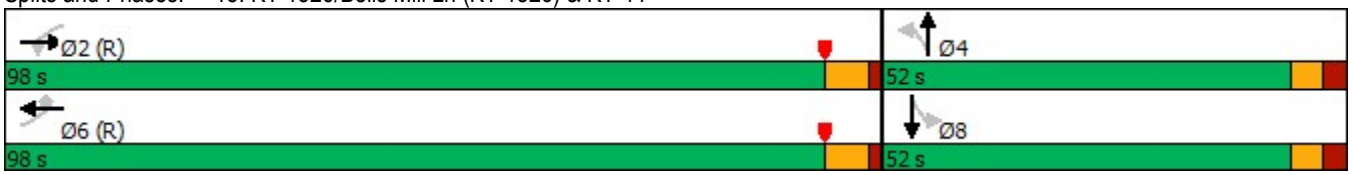


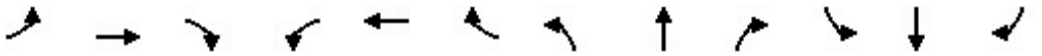
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.273									0.757		
Satd. Flow (perm)	509	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						212					249	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	68	1068	0	0	692	212	0	0	0	411	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1068	0	0	692	212	0	0	0	411	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	98.0	98.0		98.0	98.0	98.0	52.0	52.0		52.0	52.0	
Total Split (%)	65.3%	65.3%		65.3%	65.3%	65.3%	34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	91.5	91.5		91.5	91.5	91.5	45.5	45.5		45.5	45.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	92.2	92.2			92.2	92.2				44.8	44.8	
Actuated g/C Ratio	0.61	0.61			0.61	0.61				0.30	0.30	
v/c Ratio	0.22	0.93			0.60	0.20				0.98	0.11	
Control Delay	15.3	41.8			15.5	1.3				89.9	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	15.3	41.8			15.5	1.3				89.9	0.3	
LOS	B	D			B	A				F	A	
Approach Delay		40.2			12.2						77.2	
Approach LOS		D			B						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 37.2		Intersection LOS: D	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



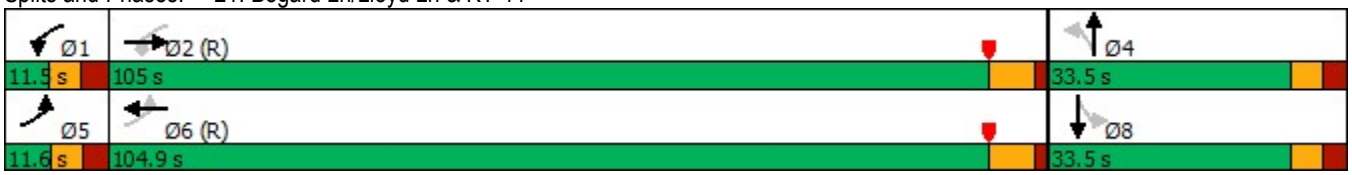


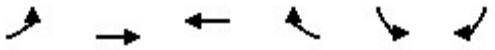
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	1863	1583	1770	1840	0	1770	1624	0	0	1716	0
Flt Permitted	0.248			0.037			0.584				0.751	
Satd. Flow (perm)	462	1863	1583	69	1840	0	1088	1624	0	0	1316	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77		6			82			23	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	1294	130	82	801	68	48	14	82	48	14	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1294	130	82	869	0	48	96	0	0	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	105.0	105.0	11.5	104.9		33.5	33.5		33.5	33.5	
Total Split (%)	7.7%	70.0%	70.0%	7.7%	69.9%		22.3%	22.3%		22.3%	22.3%	
Maximum Green (s)	5.1	98.4	98.4	5.0	98.3		27.0	27.0		27.0	27.0	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	117.2	107.1	107.1	115.9	111.9		14.6	14.6			14.6	
Actuated g/C Ratio	0.78	0.71	0.71	0.77	0.75		0.10	0.10			0.10	
v/c Ratio	0.12	0.97	0.11	0.54	0.63		0.46	0.42			0.74	
Control Delay	4.3	29.3	4.8	38.3	13.3		76.0	21.2			79.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.3	29.3	4.8	38.3	13.3		76.0	21.2			79.4	
LOS	A	C	A	D	B		E	C			E	
Approach Delay		26.3			15.4			39.5			79.4	
Approach LOS		C			B			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

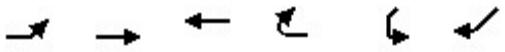
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





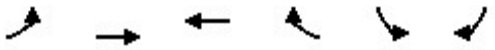
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1853	1846	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1853	1846	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	137	1226	959	68	48	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1363	1027	0	48	68
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		



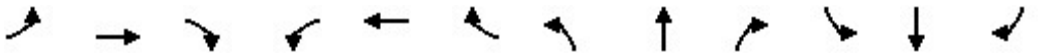
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	1846	1861	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	1846	1861	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	247	1075	822	7	7	288
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1322	829	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 131.5%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1717	1288	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1717	1288	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			

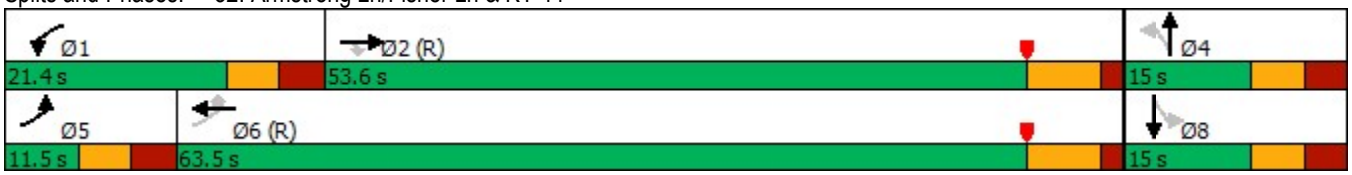


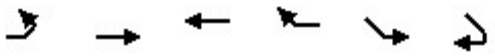
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.857			0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1596	0	1770	1665	0
Flt Permitted	0.203			0.950			0.726			0.471		
Satd. Flow (perm)	378	1863	1583	3433	1863	1583	1352	1596	0	877	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			189		255			34	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	126%	126%	126%	158%	126%	158%	126%	126%	158%	158%	126%	126%
Adj. Flow (vph)	48	918	116	532	883	189	68	14	283	69	14	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	918	116	532	883	189	68	297	0	69	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2			6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.5	53.6	53.6	21.4	63.5	63.5	15.0	15.0		15.0	15.0	
Total Split (%)	12.8%	59.6%	59.6%	23.8%	70.6%	70.6%	16.7%	16.7%		16.7%	16.7%	
Maximum Green (s)	5.0	47.0	47.0	14.9	56.9	56.9	8.5	8.5		8.5	8.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	64.6	47.0	47.0	14.9	61.5	61.5	8.5	8.5		8.5	8.5	
Actuated g/C Ratio	0.72	0.52	0.52	0.17	0.68	0.68	0.09	0.09		0.09	0.09	
v/c Ratio	0.14	0.94	0.13	0.94	0.69	0.17	0.54	0.78		0.84	0.26	
Control Delay	3.8	40.1	0.3	63.4	13.6	1.4	55.4	24.0		106.4	21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.8	40.1	0.3	63.4	13.6	1.4	55.4	24.0		106.4	21.9	
LOS	A	D	A	E	B	A	E	C		F	C	
Approach Delay		34.2			28.7			29.9			71.7	
Approach LOS		C			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 32.3		Intersection LOS: C	
Intersection Capacity Utilization 101.1%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1580	1168	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1580	1168	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

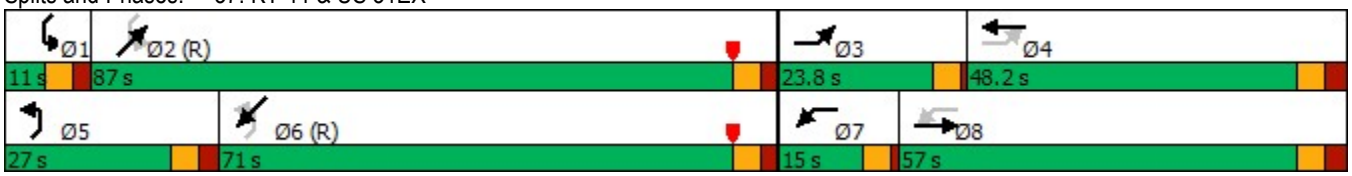
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	110		0	150		0	125		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.873			0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1626	0	1770	1807	0	1770	3504	0	1770	3525	0
Flt Permitted	0.615			0.082			0.060			0.106		
Satd. Flow (perm)	1146	1626	0	153	1807	0	112	3504	0	197	3525	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		168			7			6			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	258	86	481	129	103	26	249	1168	86	34	1219	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	258	567	0	129	129	0	249	1254	0	34	1253	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	30		30	6		30	30		30	30	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	30	30		30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA		D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4			8			6			2		
Detector Phase	3	8		7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	9.5	33.5		9.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	23.8	57.0		15.0	48.2		27.0	87.0		11.0	71.0	
Total Split (%)	14.0%	33.5%		8.8%	28.4%		15.9%	51.2%		6.5%	41.8%	
Maximum Green (s)	19.3	50.5		10.5	41.7		21.0	81.0		5.0	65.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	1.0	3.0		1.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.5	6.5		4.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		20.0			19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	61.1	48.6		61.1	40.2		87.9	85.1		89.1	67.0	
Actuated g/C Ratio	0.36	0.29		0.36	0.24		0.52	0.50		0.52	0.39	
v/c Ratio	0.54	0.97		0.84	0.30		0.95	0.71		0.23	0.90	
Control Delay	42.2	71.8		77.1	51.9		95.7	36.7		14.6	47.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	42.2	71.8		77.1	51.9		95.7	36.7		14.6	47.2	
LOS	D	E		E	D		F	D		B	D	
Approach Delay		62.5			64.5			46.5			46.3	
Approach LOS		E			E			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:NESW, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 51.0		Intersection LOS: D	
Intersection Capacity Utilization 101.9%		ICU Level of Service G	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	0.95	0.95	0.95
Frt		0.850			0.983	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	3539	3479	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	3539	3479	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	52	232	232	1219	1056	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	52	232	232	1219	1193	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

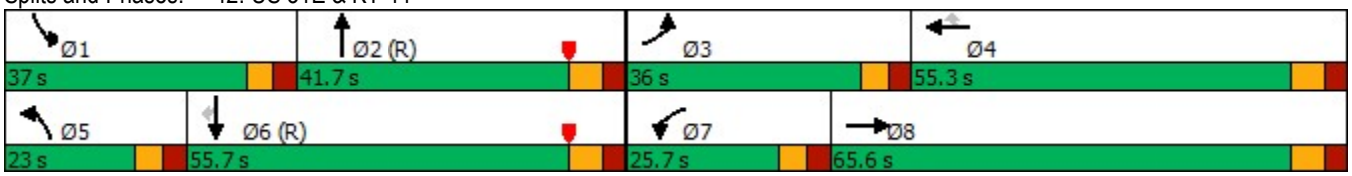
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.0%		ICU Level of Service B	
Analysis Period (min) 15			

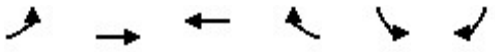
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.980				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	3451	0	1770	3539	1583	1770	3468	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	3451	0	1770	3539	1583	1770	3468	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				340		9				350
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	158%	176%	158%	158%	176%	176%	158%	158%
Adj. Flow (vph)	550	601	120	115	601	344	146	515	77	574	910	447
Shared Lane Traffic (%)												
Lane Group Flow (vph)	550	721	0	115	601	344	146	592	0	574	910	447
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	36.0	65.6		25.7	55.3	55.3	23.0	41.7		37.0	55.7	55.7
Total Split (%)	21.2%	38.6%		15.1%	32.5%	32.5%	13.5%	24.5%		21.8%	32.8%	32.8%
Maximum Green (s)	29.5	58.3		19.2	48.0	48.0	16.5	34.4		30.5	48.4	48.4
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	29.1	50.7		15.7	37.3	37.3	19.0	42.8		33.2	57.0	57.0
Actuated g/C Ratio	0.17	0.30		0.09	0.22	0.22	0.11	0.25		0.20	0.34	0.34
v/c Ratio	0.94	0.69		0.71	0.77	0.56	0.74	0.67		0.86	0.77	0.59
Control Delay	73.7	51.8		97.0	69.2	8.6	94.5	62.2		79.0	56.8	14.4
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	73.7	51.8		97.0	69.2	8.6	94.5	62.2		79.0	56.8	14.4
LOS	E	D		F	E	A	F	E		E	E	B
Approach Delay		61.3			52.6			68.6			53.6	
Approach LOS		E			D			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.94			
Intersection Signal Delay: 57.5		Intersection LOS: E	
Intersection Capacity Utilization 83.3%		ICU Level of Service E	
Analysis Period (min) 15			

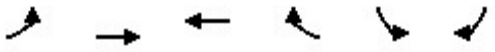
Splits and Phases: 42: US 31E & KY 44





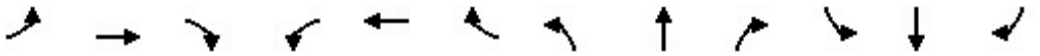
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1824	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1824	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	421	545	306	57	96	622
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	966	363	0	718	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1503	1829	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	1829	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

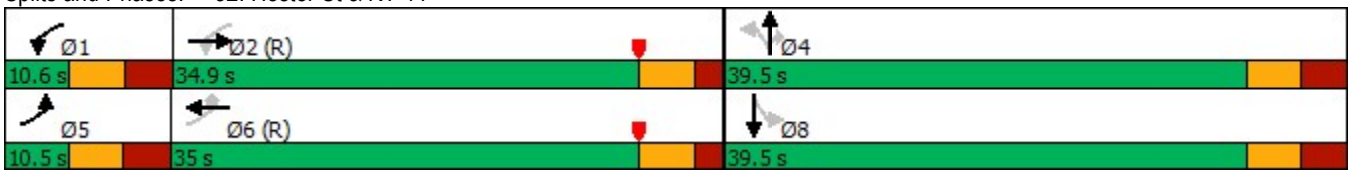


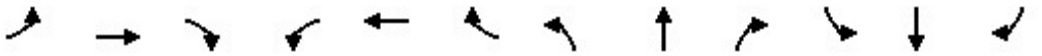
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.281				0.757				
Satd. Flow (perm)	1863	1842	0	523	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							114			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	621	51	111	749	0	31	0	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	672	0	111	749	0	0	31	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	34.9		10.6	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.1%		12.5%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.5		4.1	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		53.4		56.8	64.2			12.5	12.5			
Actuated g/C Ratio		0.63		0.67	0.76			0.15	0.15			
v/c Ratio		0.58		0.25	0.53			0.15	0.25			
Control Delay		18.4		9.2	18.6			28.7	3.6			
Queue Delay		0.0		0.0	0.0			0.0	0.0			
Total Delay		18.4		9.2	18.6			28.7	3.6			
LOS		B		A	B			C	A			
Approach Delay		18.4			17.4			10.5				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 81 (95%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44





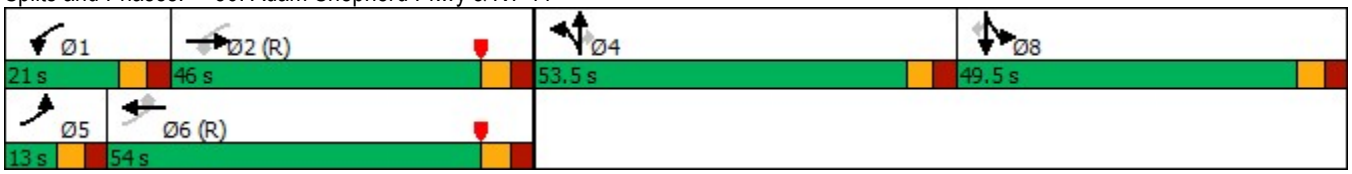
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.218			0.290			0.950			0.950		
Satd. Flow (perm)	406	3539	1583	540	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			432			150			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	13.0	46.0	46.0	21.0	54.0	54.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.6%	27.1%	27.1%	12.4%	31.8%	31.8%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	6.5	39.1	39.1	14.5	47.1	47.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	81.0	50.4	50.4	81.0	67.1	67.1	21.7	21.7	21.7	41.3	41.3	41.3
Actuated g/C Ratio	0.48	0.30	0.30	0.48	0.39	0.39	0.13	0.13	0.13	0.24	0.24	0.24
v/c Ratio	0.42	0.54	0.09	0.61	0.58	0.93	0.10	0.25	0.76	0.87	0.12	0.22
Control Delay	33.6	52.0	2.5	36.5	49.6	44.0	59.0	64.4	41.4	73.6	49.7	2.9
Queue Delay	0.0	1.5	0.0	0.0	0.0	3.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	33.6	53.5	2.5	36.5	49.6	47.1	59.0	64.4	41.5	73.6	49.7	2.9
LOS	C	D	A	D	D	D	E	E	D	E	D	A
Approach Delay		46.7			46.5			46.7			63.5	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 159 (94%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 50.5 Intersection LOS: D
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	600	0	0	530
Future Volume (vph)	0	0	600	0	0	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	1148	0	0	1014
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1148	0	0	1014
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			



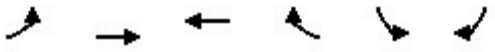
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	966	0	0	928	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	966	0	0	928	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			



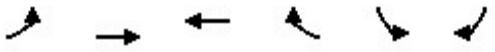
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	1052	0	0	976	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1052	0	0	976	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	600	530	0	0	0
Future Volume (vph)	0	600	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	1148	1014	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1148	1014	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	565	788	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	565	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

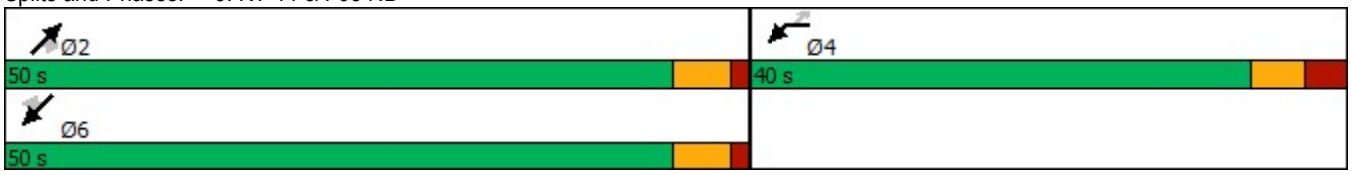
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						266			549			413
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				19.6		19.6		44.9	44.9		44.9	44.9
Actuated g/C Ratio				0.26		0.26		0.59	0.59		0.59	0.59
v/c Ratio				0.64		0.50		0.26	0.47		0.32	0.38
Control Delay				31.6		7.6		8.9	2.5		9.3	2.2
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				31.6		7.6		8.9	2.5		9.3	2.2
LOS				C		A		A	A		A	A
Approach Delay					19.3			5.7			6.6	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB



Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.140		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	506	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			346				27				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	158	0	391	0	0	0	929	174	212	739	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	158	0	391	0	0	0	1103	0	212	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.2		16.2				39.0		53.5	53.6	
Actuated g/C Ratio	0.20		0.20				0.47		0.65	0.65	
v/c Ratio	0.46		0.47				0.67		0.35	0.32	
Control Delay	34.0		7.2				19.3		7.3	7.1	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	34.0		7.2				19.3		7.3	7.1	
LOS	C		A				B		A	A	
Approach Delay	14.9						19.3			7.2	
Approach LOS	B						B			A	

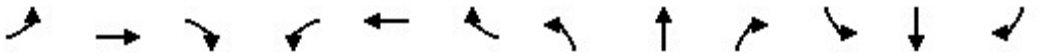
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 82.8			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	65	0	11	5	761	76	0	1005	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	65	11	5	837	0	0	1010	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

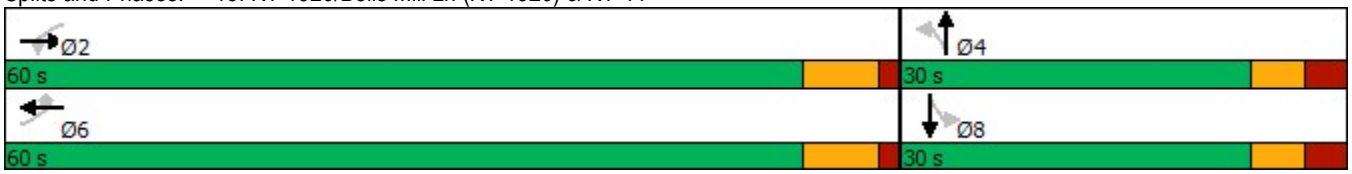


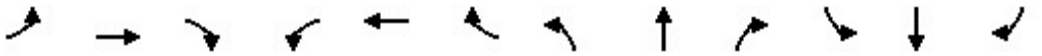
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		200	75		315	0		0	0		225
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.341									0.757		
Satd. Flow (perm)	635	3539	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						375					255	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	38	429	0	0	663	375	0	0	0	158	0	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	429	0	0	663	375	0	0	0	158	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.6	53.6			53.6	53.6				14.2	14.2	
Actuated g/C Ratio	0.66	0.66			0.66	0.66				0.18	0.18	
v/c Ratio	0.09	0.18			0.54	0.32				0.64	0.08	
Control Delay	6.8	6.0			10.0	1.6				42.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	6.8	6.0			10.0	1.6				42.8	0.3	
LOS	A	A			A	A				D	A	
Approach Delay		6.1			6.9						34.6	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.9		Intersection LOS: A	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



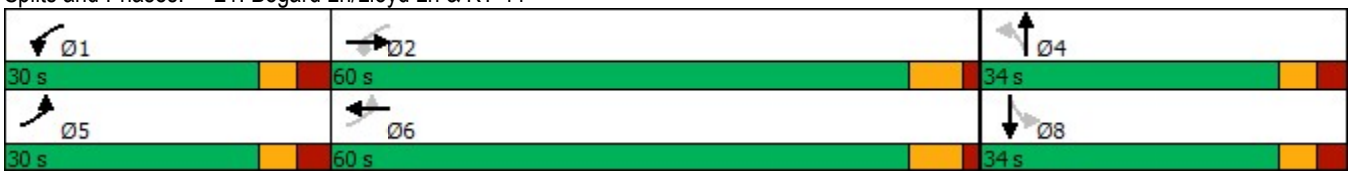


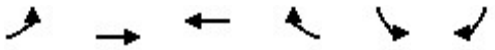
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1770	1723	0	0	1719	0
Flt Permitted	0.271			0.471			0.599				0.855	
Satd. Flow (perm)	505	3539	1583	877	3518	0	1116	1723	0	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		4			27			30	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	11	495	76	92	913	38	65	27	27	54	27	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	495	76	92	951	0	65	54	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	63.6	54.0	54.0	59.8	62.4		12.5	12.5			12.5	
Actuated g/C Ratio	0.70	0.60	0.60	0.66	0.69		0.14	0.14			0.14	
v/c Ratio	0.03	0.23	0.08	0.14	0.39		0.42	0.21			0.63	
Control Delay	4.7	10.2	2.3	5.2	7.7		45.4	22.9			42.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.7	10.2	2.3	5.2	7.7		45.4	22.9			42.3	
LOS	A	B	A	A	A		D	C			D	
Approach Delay		9.1			7.4			35.2			42.3	
Approach LOS		A			A			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 90.4			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 12.4		Intersection LOS: B	
Intersection Capacity Utilization 60.5%		ICU Level of Service B	
Analysis Period (min) 15			

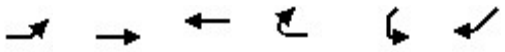
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





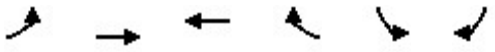
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3525	3532	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	3525	3532	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	495	870	11	33	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	881	0	33	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 49.2%		ICU Level of Service A	
Analysis Period (min) 15			



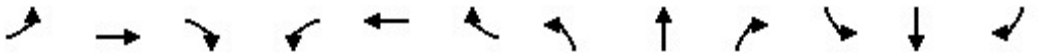
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	3518	3536	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	3518	3536	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	516	652	5	5	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	657	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	717	940	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	717	940	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

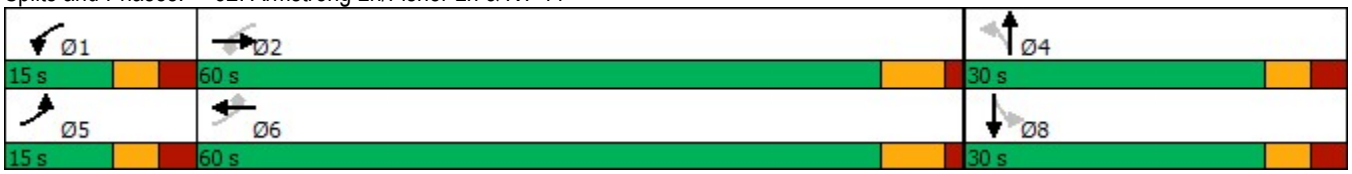


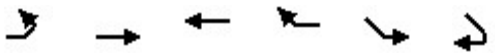
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.474			0.461			0.743			0.357		
Satd. Flow (perm)	883	3539	1583	1666	3539	1583	1384	1595	0	665	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			104		261			11	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	11	516	38	92	489	33	92	11	261	11	11	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	516	38	92	489	33	92	272	0	11	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	62.7	53.9	53.9	58.9	61.5	61.5	11.2	11.2		10.2	10.2	
Actuated g/C Ratio	0.71	0.61	0.61	0.67	0.70	0.70	0.13	0.13		0.12	0.12	
v/c Ratio	0.02	0.24	0.04	0.07	0.20	0.03	0.53	0.63		0.14	0.11	
Control Delay	4.3	9.3	0.1	4.3	6.0	0.0	48.0	12.8		39.0	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.3	9.3	0.1	4.3	6.0	0.0	48.0	12.8		39.0	24.5	
LOS	A	A	A	A	A	A	D	B		D	C	
Approach Delay		8.6			5.4			21.7			29.3	
Approach LOS		A			A			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 88.2			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay: 10.8		Intersection LOS: B	
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	620	870	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	870	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1723	0	1770	1844	0	1770	1848	0
Flt Permitted	0.950			0.950			0.346			0.260		
Satd. Flow (perm)	1770	1863	1583	1770	1723	0	645	1844	0	484	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90		22			3			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	174	33	71	33	22	22	120	701	49	27	511	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	33	71	33	44	0	120	750	0	27	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			8				2			6		
Detector Phase	8	8	8	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5	33.5	32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0	45.0	33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%	23.9%	17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5	38.5	26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0	20.0	19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.9	19.9	19.9	8.3	8.3		102.1	97.0		96.0	89.7	
Actuated g/C Ratio	0.13	0.13	0.13	0.06	0.06		0.69	0.65		0.65	0.60	
v/c Ratio	0.74	0.13	0.25	0.34	0.38		0.24	0.62		0.07	0.48	
Control Delay	81.4	59.0	7.6	79.9	51.2		10.0	21.6		9.8	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.4	59.0	7.6	79.9	51.2		10.0	21.6		9.8	20.2	
LOS	F	E	A	E	D		A	C		A	C	
Approach Delay		59.9			63.5			20.0			19.7	
Approach LOS		E			E			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 148.7			
Natural Cycle: 135			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

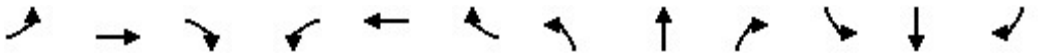
Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1829	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1829	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	190	707	413	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	98	190	707	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

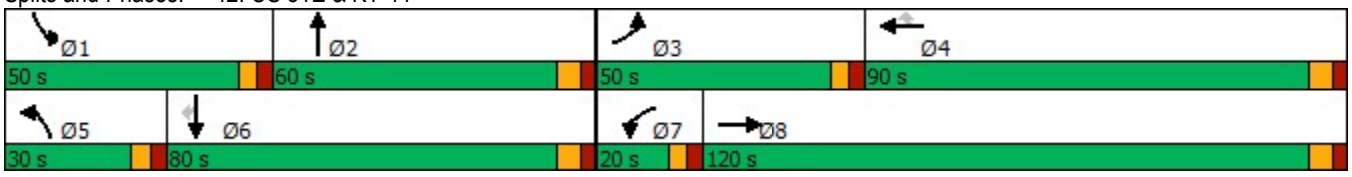


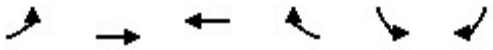
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1824	0	1770	1863	1583	1770	3486	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1824	0	1770	1863	1583	1770	3486	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				207		4				201
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	359	326	54	22	212	207	65	293	33	141	228	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	380	0	22	212	207	65	326	0	141	228	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	22.5	46.0		7.6	25.6	25.6	11.6	72.5		12.4	73.2	73.2
Actuated g/C Ratio	0.14	0.29		0.05	0.16	0.16	0.07	0.45		0.08	0.46	0.46
v/c Ratio	0.75	0.73		0.27	0.72	0.49	0.51	0.21		0.53	0.14	0.24
Control Delay	77.5	61.4		86.1	78.9	11.0	88.4	28.7		80.9	28.0	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	77.5	61.4		86.1	78.9	11.0	88.4	28.7		80.9	28.0	4.5
LOS	E	E		F	E	B	F	C		F	C	A
Approach Delay		69.2			47.4			38.6			32.8	
Approach LOS		E			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 160.8			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 49.4		Intersection LOS: D	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

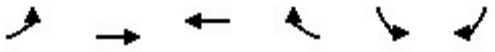
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.959		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1786	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1786	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	98	98	43	22	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	207	141	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	842	652	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	842	652	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

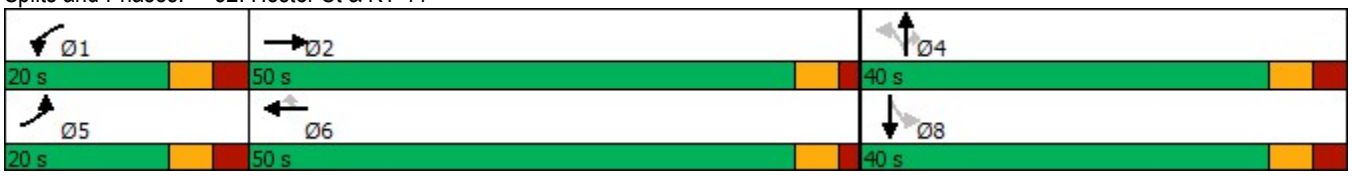
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

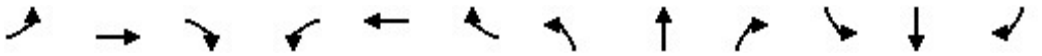
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							357			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	643	8	27	504	0	0	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	27	504	0	0	0	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		58.3		7.5	63.2				10.1			
Actuated g/C Ratio		0.80		0.10	0.87				0.14			
v/c Ratio		0.44		0.15	0.31				0.05			
Control Delay		12.1		37.1	5.3				0.2			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		12.1		37.1	5.3				0.2			
LOS		B		D	A				A			
Approach Delay		12.1			6.9			0.2				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 72.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



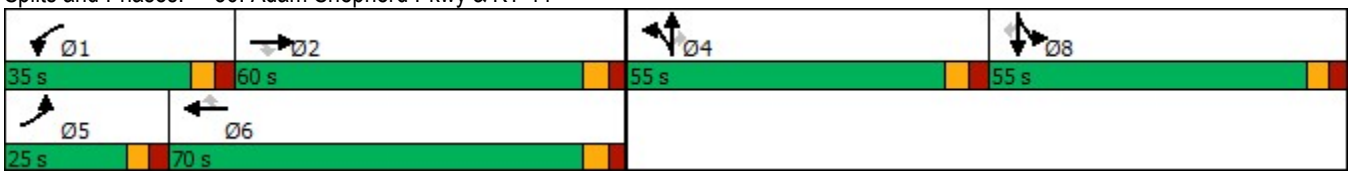


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			180			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	10.6	56.7	56.7	18.7	68.2	68.2	13.0	13.0	13.0	20.8	20.8	20.8
Actuated g/C Ratio	0.08	0.41	0.41	0.14	0.50	0.50	0.10	0.10	0.10	0.15	0.15	0.15
v/c Ratio	0.36	0.41	0.02	0.67	0.27	0.50	0.12	0.12	0.58	0.61	0.04	0.10
Control Delay	74.4	34.4	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	34.6	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
LOS	E	C	A	E	C	A	E	E	B	E	D	A
Approach Delay		36.7			25.9			23.1			54.5	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 136.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	320	0	0	330
Future Volume (vph)	0	0	320	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	0	0	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	348	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 12.5%		ICU Level of Service A	
Analysis Period (min) 15			



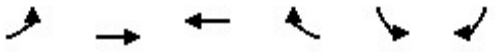
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	190	0	0	220	0	0
Future Volume (vph)	190	0	0	220	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	0	239	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	239	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			



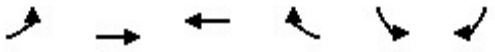
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	210	0	0	250	0	0
Future Volume (vph)	210	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	3539	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	0	272	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	0	272	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	320	0	0	0
Future Volume (vph)	0	280	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	348	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	348	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 18.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	982	705	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	705	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

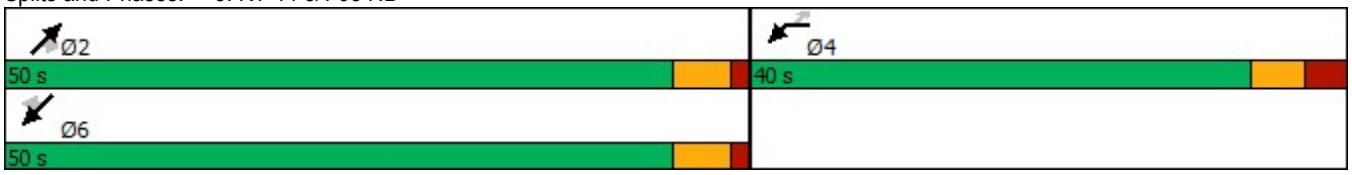
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71			408			261
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				30.2		30.2		44.8	44.8		44.8	44.8
Actuated g/C Ratio				0.35		0.35		0.52	0.52		0.52	0.52
v/c Ratio				0.84		0.55		0.56	0.40		0.47	0.28
Control Delay				39.6		21.1		16.3	2.7		15.0	2.5
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				39.6		21.1		16.3	2.7		15.0	2.5
LOS				D		C		B	A		B	A
Approach Delay					32.5			12.4			12.1	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.9			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB



Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.088		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	318	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			156				66				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	353	0	745	0	0	0	1071	391	304	1065	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	353	0	745	0	0	0	1462	0	304	1065	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	26.2		26.2				38.8		53.6	53.7	
Actuated g/C Ratio	0.28		0.28				0.42		0.58	0.58	
v/c Ratio	0.71		0.83				1.00		0.65	0.52	
Control Delay	38.4		33.4				51.8		20.2	13.3	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	38.4		33.4				51.8		20.2	13.3	
LOS	D		C				D		C	B	
Approach Delay	35.0						51.8			14.8	
Approach LOS	D						D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 92.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	38	0	5	22	1201	120	0	1071	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	38	5	22	1321	0	0	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

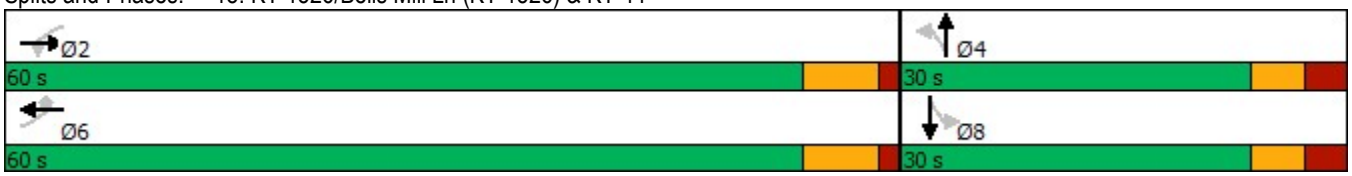
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

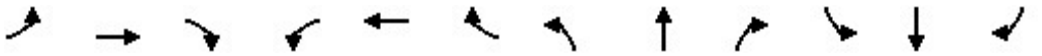
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		200	75		315	0		0	0		225
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.381									0.757		
Satd. Flow (perm)	710	3539	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						168					329	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	54	848	0	0	549	168	0	0	0	326	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	848	0	0	549	168	0	0	0	326	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.5	53.5			53.5	53.5				22.5	22.5	
Actuated g/C Ratio	0.60	0.60			0.60	0.60				0.25	0.25	
v/c Ratio	0.13	0.40			0.49	0.16				0.92	0.08	
Control Delay	9.0	10.2			12.1	1.7				64.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	9.0	10.2			12.1	1.7				64.8	0.3	
LOS	A	B			B	A				E	A	
Approach Delay		10.1			9.7						55.6	
Approach LOS		B			A						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 18.6		Intersection LOS: B	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



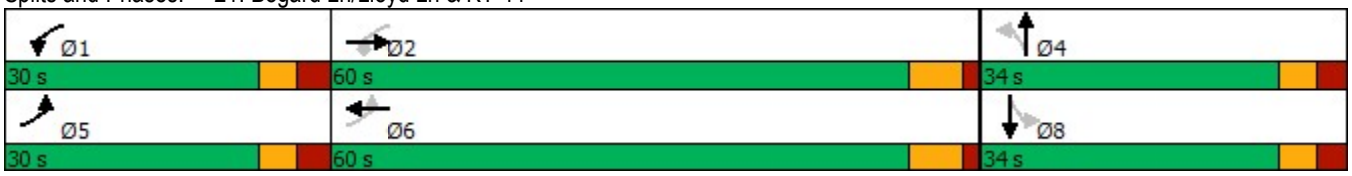


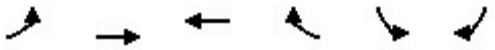
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	3539	1583	1770	3497	0	1770	1624	0	0	1716	0
Flt Permitted	0.382			0.244			0.811				0.823	
Satd. Flow (perm)	712	3539	1583	455	3497	0	1511	1624	0	0	1443	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103		9			65			29	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	38	1027	103	65	636	54	38	11	65	38	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1027	103	65	690	0	38	76	0	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	61.1	56.7	56.7	59.9	59.4		8.9	8.9			8.9	
Actuated g/C Ratio	0.73	0.68	0.68	0.72	0.71		0.11	0.11			0.11	
v/c Ratio	0.06	0.43	0.09	0.15	0.28		0.24	0.33			0.49	
Control Delay	3.7	10.0	2.2	4.4	7.5		40.0	16.5			36.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.7	10.0	2.2	4.4	7.5		40.0	16.5			36.4	
LOS	A	A	A	A	A		D	B			D	
Approach Delay		9.1			7.2			24.4			36.4	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 83.7			
Natural Cycle: 85			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 10.4		Intersection LOS: B	
Intersection Capacity Utilization 57.9%		ICU Level of Service B	
Analysis Period (min) 15			

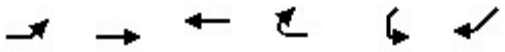
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





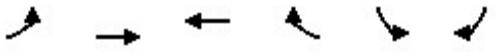
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3522	3504	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	3522	3504	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	973	761	54	38	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1082	815	0	38	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		



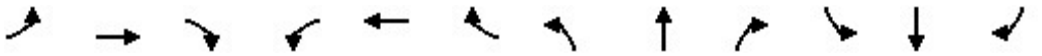
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	3507	3536	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	3507	3536	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	853	652	5	5	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	657	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 66.9%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1087	815	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1087	815	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

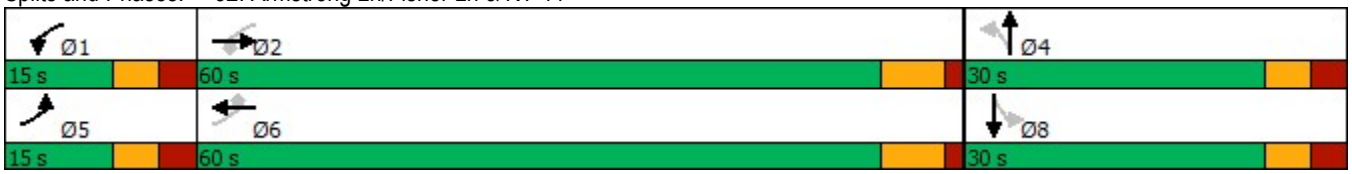


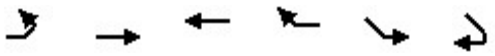
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.859			0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1600	0	1770	1663	0
Flt Permitted	0.374			0.353			0.732			0.435		
Satd. Flow (perm)	697	3539	1583	1276	3539	1583	1364	1600	0	810	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			120		179			27	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	38	728	92	337	701	120	54	11	179	43	11	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	728	92	337	701	120	54	190	0	43	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	64.1	53.5	53.5	61.3	60.3	60.3	9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.71	0.59	0.59	0.68	0.67	0.67	0.10	0.10		0.10	0.10	
v/c Ratio	0.07	0.35	0.09	0.32	0.30	0.11	0.39	0.59		0.52	0.20	
Control Delay	3.8	10.4	1.9	4.5	7.9	2.0	45.9	15.1		60.6	20.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.8	10.4	1.9	4.5	7.9	2.0	45.9	15.1		60.6	20.8	
LOS	A	B	A	A	A	A	D	B		E	C	
Approach Delay		9.2			6.3			21.9			41.9	
Approach LOS		A			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 90.1			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 70.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	739	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1000	739	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1807	0	1770	1844	0	1770	1855	0
Flt Permitted	0.950			0.950			0.171			0.218		
Satd. Flow (perm)	1770	1863	1583	1770	1807	0	319	1844	0	406	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			279		5			3			1	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	163	54	304	82	65	16	158	739	54	22	772	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	54	304	82	81	0	158	793	0	22	794	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			8				2			6		
Detector Phase	8	8	8	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5	33.5	32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0	45.0	33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%	23.9%	17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5	38.5	26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0	20.0	19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.8	19.8	19.8	12.6	12.6		102.2	97.0		95.5	89.3	
Actuated g/C Ratio	0.13	0.13	0.13	0.08	0.08		0.66	0.62		0.61	0.57	
v/c Ratio	0.73	0.23	0.68	0.57	0.54		0.54	0.69		0.07	0.75	
Control Delay	84.5	63.6	17.7	85.9	78.6		18.0	26.6		11.5	32.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	84.5	63.6	17.7	85.9	78.6		18.0	26.6		11.5	32.0	
LOS	F	E	B	F	E		B	C		B	C	
Approach Delay		43.3			82.2			25.2			31.4	
Approach LOS		D			F			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 155.8			
Natural Cycle: 145			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1833	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	147	147	772	668	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	147	147	772	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

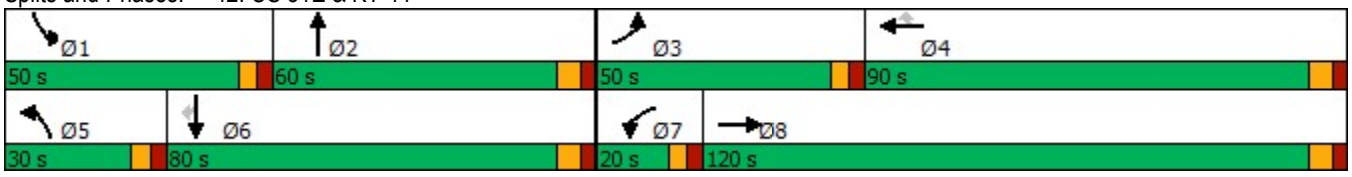
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

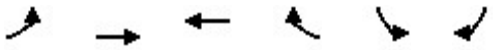
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1816	0	1770	1863	1583	1770	3479	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1816	0	1770	1863	1583	1770	3479	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				132		5				283
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	348	380	76	65	380	196	92	326	43	326	576	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	456	0	65	380	196	92	369	0	326	576	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	24.9	58.8		11.7	45.6	45.6	15.5	65.5		23.7	73.6	73.6
Actuated g/C Ratio	0.13	0.31		0.06	0.24	0.24	0.08	0.35		0.13	0.39	0.39
v/c Ratio	0.76	0.80		0.59	0.84	0.40	0.63	0.30		0.75	0.41	0.36
Control Delay	91.6	69.2		111.9	85.1	22.3	105.3	47.9		92.1	45.3	5.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	91.6	69.2		111.9	85.1	22.3	105.3	47.9		92.1	45.3	5.7
LOS	F	E		F	F	C	F	D		F	D	A
Approach Delay		78.9			68.6			59.3			48.7	
Approach LOS		E			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 187.6			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 62.3		Intersection LOS: E	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

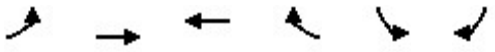
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1822	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1822	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	310	174	33	54	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	549	207	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	951	1158	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	951	1158	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

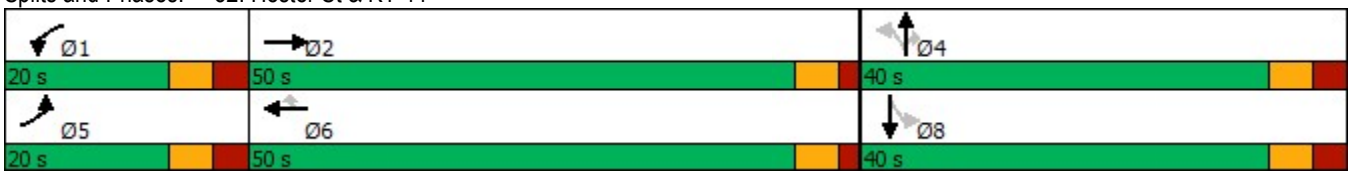
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

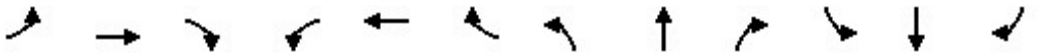
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.950				0.757				
Satd. Flow (perm)	1863	1842	0	1770	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							88			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	586	48	104	707	0	29	0	77	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	104	707	0	0	29	77	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		51.0		10.4	64.5			11.3	11.3			
Actuated g/C Ratio		0.61		0.12	0.77			0.14	0.14			
v/c Ratio		0.56		0.47	0.49			0.15	0.27			
Control Delay		18.9		44.9	8.2			33.3	8.0			
Queue Delay		0.0		0.0	0.3			0.0	0.0			
Total Delay		18.9		44.9	8.5			33.3	8.0			
LOS		B		D	A			C	A			
Approach Delay		18.9			13.2			14.9				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 83.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



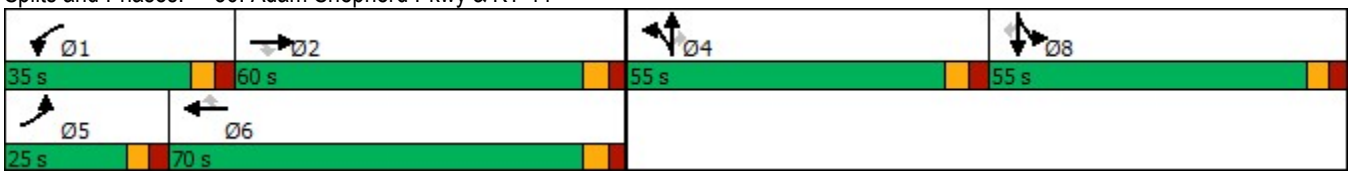


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			232			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	16.4	53.8	53.8	28.9	66.4	66.4	15.9	15.9	15.9	38.3	38.3	38.3
Actuated g/C Ratio	0.10	0.33	0.33	0.18	0.41	0.41	0.10	0.10	0.10	0.23	0.23	0.23
v/c Ratio	0.67	0.46	0.08	0.87	0.53	0.90	0.12	0.31	0.66	0.85	0.12	0.22
Control Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
LOS	F	D	A	F	D	D	E	E	B	E	D	A
Approach Delay		52.0			48.0			30.1			62.7	
Approach LOS		D			D			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 163.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 50.6		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	640	0	0	550
Future Volume (vph)	0	0	640	0	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	696	0	0	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	696	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 21.0%		ICU Level of Service A	
Analysis Period (min) 15			



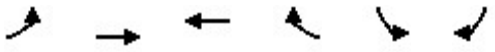
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	0	0	527	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	549	0	0	527	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			



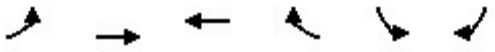
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	3539	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	0	0	554	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	0	0	554	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	610	530	0	0	0
Future Volume (vph)	0	610	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	576	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	663	576	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.2%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	712	993	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	993	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

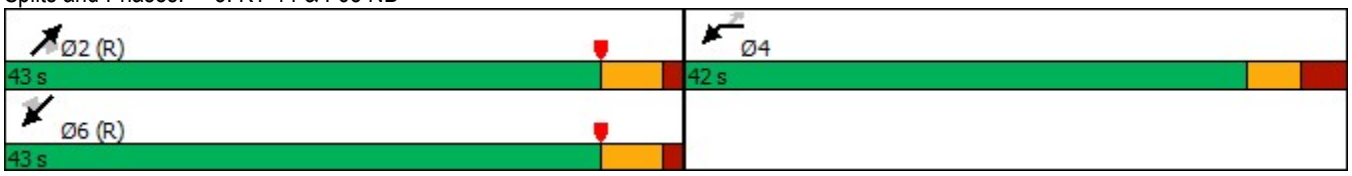


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158			582			653
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	158%	158%	158%	121%	106%	158%	123%	158%
Adj. Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				26.5		26.5		46.7	46.7		46.7	46.7
Actuated g/C Ratio				0.31		0.31		0.55	0.55		0.55	0.55
v/c Ratio				0.55		0.80		0.34	0.51		0.42	0.56
Control Delay				26.9		27.1		7.2	1.7		13.5	3.4
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				26.9		27.1		7.2	1.7		13.5	3.4
LOS				C		C		A	A		B	A
Approach Delay					27.0			4.6			9.0	
Approach LOS					C			A			A	

Intersection Summary	
Area Type:	Other
Cycle Length: 85	
Actuated Cycle Length: 85	
Offset: 31 (36%), Referenced to phase 2:NET and 6:SWT, Start of Yellow	
Natural Cycle: 55	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.80	
Intersection Signal Delay: 11.5	Intersection LOS: B
Intersection Capacity Utilization 53.9%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 3: KY 44 & I-65 NB



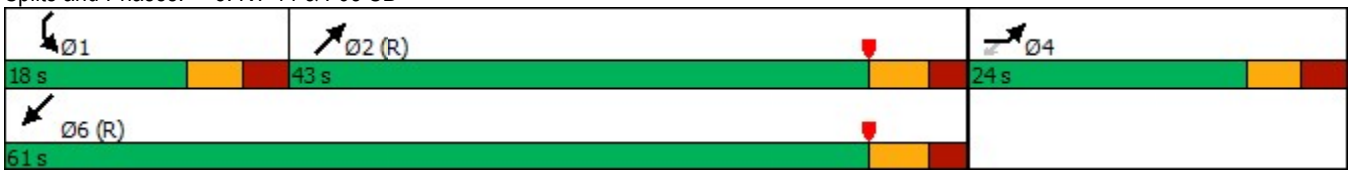


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			391				32				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	126%
Adj. Flow (vph)	249	0	415	0	0	0	985	184	335	783	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	249	0	415	0	0	0	1169	0	335	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	24.0		24.0				43.0		18.0	61.0	
Total Split (%)	28.2%		28.2%				50.6%		21.2%	71.8%	
Maximum Green (s)	17.5		17.5				36.6		11.5	54.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.8		16.8				37.4		11.4	55.3	
Actuated g/C Ratio	0.20		0.20				0.44		0.13	0.65	
v/c Ratio	0.71		0.48				0.76		0.73	0.34	
Control Delay	44.2		6.2				25.4		47.5	10.0	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	44.2		6.2				25.4		47.5	10.0	
LOS	D		A				C		D	A	
Approach Delay	20.5						25.4			21.2	
Approach LOS	C						C			C	

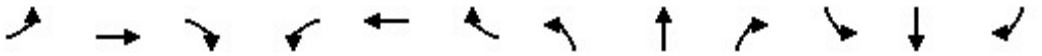
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 11 (13%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.984			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	132%	158%	158%	135%	158%
Adj. Flow (vph)	0	0	9	103	0	17	9	1004	120	0	1357	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	103	17	9	1124	0	0	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

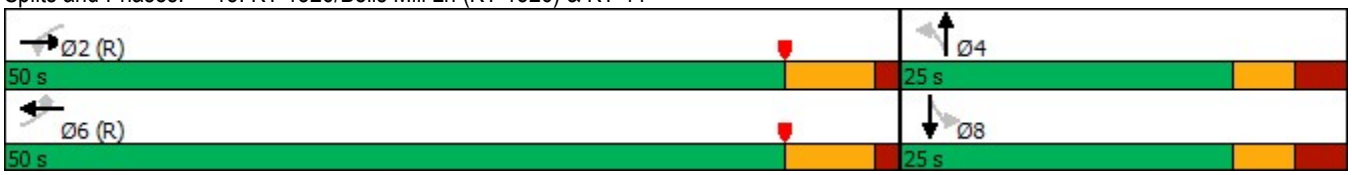


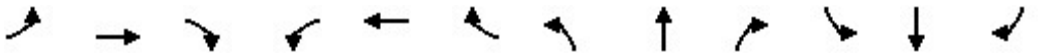
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		200	75		315	0		0	0		225
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.204									0.757		
Satd. Flow (perm)	380	3539	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						593					165	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	158%	126%	126%	126%	158%	126%	126%
Adj. Flow (vph)	48	541	0	0	835	593	0	0	0	249	0	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	541	0	0	835	593	0	0	0	249	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	50.0	50.0		50.0	50.0	50.0	25.0	25.0		25.0	25.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	43.5	43.5		43.5	43.5	43.5	18.5	18.5		18.5	18.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	45.4	45.4			45.4	45.4				16.6	16.6	
Actuated g/C Ratio	0.61	0.61			0.61	0.61				0.22	0.22	
v/c Ratio	0.21	0.25			0.74	0.50				0.80	0.10	
Control Delay	10.4	7.6			18.2	4.0				47.5	0.4	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	10.4	7.6			18.2	4.0				47.5	0.4	
LOS	B	A			B	A				D	A	
Approach Delay		7.9			12.3						39.9	
Approach LOS		A			B						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 65 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 14.7		Intersection LOS: B	
Intersection Capacity Utilization 69.6%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



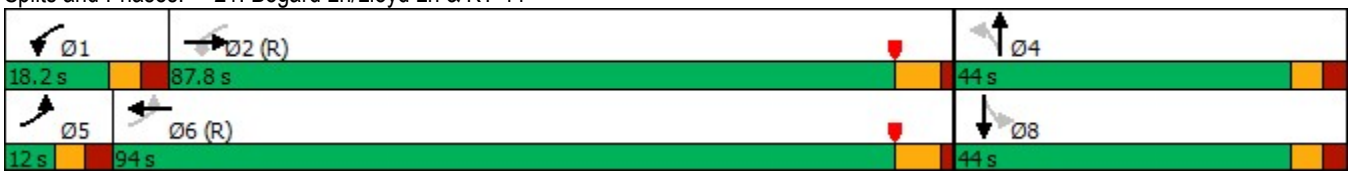


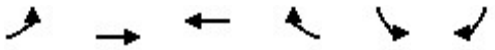
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	3539	1583	1770	3518	0	1770	1723	0	0	1719	0
Flt Permitted	0.119			0.319			0.472				0.842	
Satd. Flow (perm)	222	3539	1583	594	3518	0	879	1723	0	0	1474	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			120		5			32			26	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	17	781	120	146	1443	60	103	43	43	86	43	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	781	120	146	1503	0	103	86	0	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	12.0	87.8	87.8	18.2	94.0		44.0	44.0		44.0	44.0	
Total Split (%)	8.0%	58.5%	58.5%	12.1%	62.7%		29.3%	29.3%		29.3%	29.3%	
Maximum Green (s)	5.5	81.2	81.2	11.7	87.4		37.5	37.5		37.5	37.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	107.8	94.5	94.5	103.9	105.1		26.6	26.6			26.6	
Actuated g/C Ratio	0.72	0.63	0.63	0.69	0.70		0.18	0.18			0.18	
v/c Ratio	0.08	0.35	0.12	0.30	0.61		0.66	0.26			0.82	
Control Delay	6.4	14.0	3.1	8.5	15.2		76.2	33.4			74.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	6.4	14.0	3.1	8.5	15.2		76.2	33.4			74.5	
LOS	A	B	A	A	B		E	C			E	
Approach Delay		12.4			14.6			56.7			74.5	
Approach LOS		B			B			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 85			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 21.2		Intersection LOS: C	
Intersection Capacity Utilization 77.9%		ICU Level of Service D	
Analysis Period (min) 15			

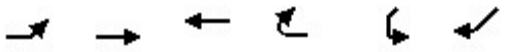
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





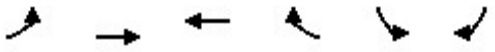
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	3525	3532	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	3525	3532	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	781	1374	17	52	189
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	841	1391	0	52	189
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			



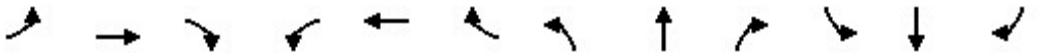
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	3518	3536	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	3518	3536	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	120	816	1030	9	9	223
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	936	1039	0	232	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 73.6%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1133	1486	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1133	1486	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	41.1%	ICU Level of Service	A
Analysis Period (min)	15		

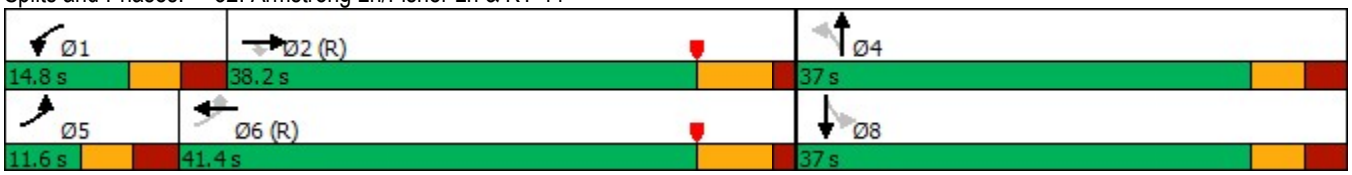


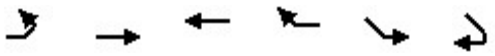
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.316			0.950			0.735			0.197		
Satd. Flow (perm)	589	3539	1583	3433	3539	1583	1369	1595	0	367	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		193			17	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	17	816	60	146	773	52	146	17	412	17	17	17
Shared Lane Traffic (%)												
Lane Group Flow (vph)	17	816	60	146	773	52	146	429	0	17	34	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2			6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.6	38.2	38.2	14.8	41.4	41.4	37.0	37.0		37.0	37.0	
Total Split (%)	12.9%	42.4%	42.4%	16.4%	46.0%	46.0%	41.1%	41.1%		41.1%	41.1%	
Maximum Green (s)	5.1	31.6	31.6	8.3	34.8	34.8	30.5	30.5		30.5	30.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	54.1	41.6	41.6	8.5	51.7	51.7	20.3	20.3		17.5	17.5	
Actuated g/C Ratio	0.60	0.46	0.46	0.09	0.57	0.57	0.23	0.23		0.19	0.19	
v/c Ratio	0.04	0.50	0.08	0.45	0.38	0.05	0.47	0.84		0.24	0.10	
Control Delay	9.4	20.1	0.3	43.1	13.9	0.1	33.3	32.4		32.9	14.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	9.4	20.1	0.3	43.1	13.9	0.1	33.3	32.4		32.9	14.9	
LOS	A	C	A	D	B	A	C	C		C	B	
Approach Delay		18.6			17.6			32.6			20.9	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBWB, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 21.5		Intersection LOS: C	
Intersection Capacity Utilization 69.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	979	1374	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	979	1374	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

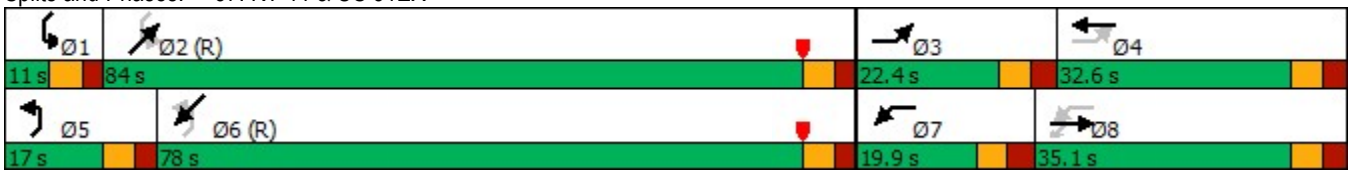
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.925			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1723	0	1770	1848	0	1770	1848	0
Flt Permitted	0.722			0.730			0.281			0.041		
Satd. Flow (perm)	1345	1863	1583	1360	1723	0	523	1848	0	76	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		27			3			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	158%	126%	126%	126%	126%
Adj. Flow (vph)	219	41	89	41	27	27	151	1108	62	34	644	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	41	89	41	54	0	151	1170	0	34	678	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4		8	8			6			2		
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.5	33.5	33.5	11.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	22.4	35.1	35.1	19.9	32.6		17.0	84.0		11.0	78.0	
Total Split (%)	14.9%	23.4%	23.4%	13.3%	21.7%		11.3%	56.0%		7.3%	52.0%	
Maximum Green (s)	15.9	28.6	28.6	13.4	26.1		11.0	78.0		5.0	72.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		20.0	20.0		19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	22.9	15.8	15.8	22.9	8.1		103.4	99.3		104.6	93.9	
Actuated g/C Ratio	0.15	0.11	0.11	0.15	0.05		0.69	0.66		0.70	0.63	
v/c Ratio	0.88	0.21	0.33	0.18	0.45		0.34	0.96		0.27	0.59	
Control Delay	88.8	64.2	8.1	49.9	50.5		9.2	42.9		20.8	9.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	88.8	64.2	8.1	49.9	50.5		9.2	42.9		20.8	9.9	
LOS	F	E	A	D	D		A	D		C	A	
Approach Delay		65.4			50.2			39.0			10.5	
Approach LOS		E			D			D			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:NESW, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 35.0		Intersection LOS: C	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	350	60
Future Volume (vph)	30	90	175	650	350	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1825	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1825	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	158%	158%	158%
Adj. Flow (vph)	41	123	240	1116	601	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	123	240	1116	704	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

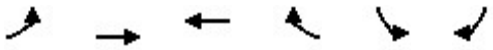
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.980				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1824	0	1770	1863	1583	1770	3468	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1824	0	1770	1863	1583	1770	3468	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				274		11				253
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	176%	176%	126%	126%	176%	176%	126%	126%
Adj. Flow (vph)	567	515	86	38	373	363	82	370	57	249	288	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	567	601	0	38	373	363	82	427	0	249	288	253
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	34.0	74.0		15.3	55.3	55.3	20.0	41.7		19.0	40.7	40.7
Total Split (%)	22.7%	49.3%		10.2%	36.9%	36.9%	13.3%	27.8%		12.7%	27.1%	27.1%
Maximum Green (s)	27.5	66.7		8.8	48.0	48.0	13.5	34.4		12.5	33.4	33.4
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	26.9	59.0		7.8	37.5	37.5	11.6	42.8		15.2	46.4	46.4
Actuated g/C Ratio	0.18	0.39		0.05	0.25	0.25	0.08	0.29		0.10	0.31	0.31
v/c Ratio	0.92	0.83		0.42	0.80	0.60	0.60	0.43		0.72	0.26	0.38
Control Delay	62.9	51.2		82.2	65.4	15.7	84.8	45.9		77.0	42.3	6.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	62.9	51.2		82.2	65.4	15.7	84.8	45.9		77.0	42.3	6.9
LOS	E	D		F	E	B	F	D		E	D	A
Approach Delay		56.9			42.9			52.2			41.9	
Approach LOS		E			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 49.2		Intersection LOS: D	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

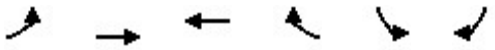
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.958		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1785	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1785	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	191	172	172	77	38	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	249	0	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	126%	126%	126%	126%
Adj. Flow (vph)	0	1331	822	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1331	822	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

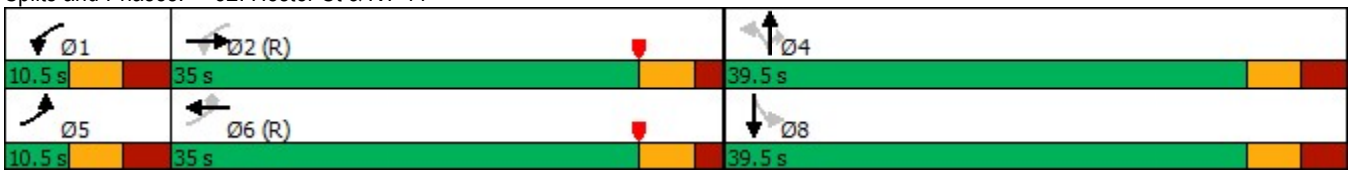
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

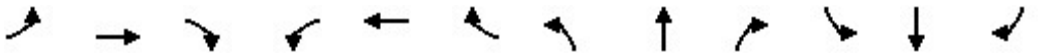
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.309								
Satd. Flow (perm)	1863	1859	0	576	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							201			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	682	8	29	535	0	0	0	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	0	29	535	0	0	0	28	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	35.0		10.5	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.2%		12.4%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.6		4.0	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		64.2		63.0	68.9				11.4			
Actuated g/C Ratio		0.76		0.74	0.81				0.13			
v/c Ratio		0.49		0.06	0.35				0.07			
Control Delay		13.7		9.2	17.6				0.3			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		13.7		9.2	17.6				0.3			
LOS		B		A	B				A			
Approach Delay		13.7			17.1			0.3				
Approach LOS		B			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 66 (78%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



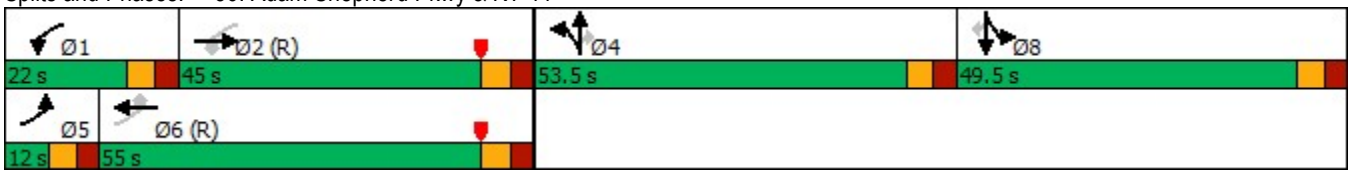


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.437			0.351			0.950			0.950		
Satd. Flow (perm)	814	3539	1583	654	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			435			191			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	12.0	45.0	45.0	22.0	55.0	55.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.1%	26.5%	26.5%	12.9%	32.4%	32.4%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	5.5	38.1	38.1	15.5	48.1	48.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	104.2	87.3	87.3	102.9	97.9	97.9	15.5	15.5	15.5	25.6	25.6	25.6
Actuated g/C Ratio	0.61	0.51	0.51	0.61	0.58	0.58	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.10	0.35	0.02	0.35	0.25	0.47	0.13	0.13	0.60	0.66	0.05	0.10
Control Delay	21.9	34.0	0.1	20.2	22.9	10.1	65.4	65.3	14.9	73.2	56.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	34.0	0.1	20.2	22.9	10.2	65.4	65.3	14.9	73.2	56.8	0.5
LOS	C	C	A	C	C	B	E	E	B	E	E	A
Approach Delay		32.3			17.0			24.2			65.9	
Approach LOS		C			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 30 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	400	0	0	360
Future Volume (vph)	0	0	400	0	0	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	765	0	0	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	765	0	0	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 22.8%		ICU Level of Service A	
Analysis Period (min) 15			



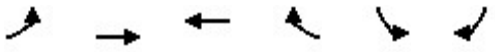
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	250	0	0	250	0	0
Future Volume (vph)	250	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	158%	176%	176%	158%	158%
Adj. Flow (vph)	478	0	0	478	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	478	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			



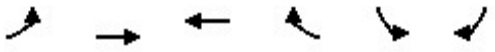
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	0	0	275	0	0
Future Volume (vph)	300	0	0	275	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	3539	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	158%	158%
Adj. Flow (vph)	574	0	0	526	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	0	0	526	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	360	320	0	0	0
Future Volume (vph)	0	360	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	158%	158%
Adj. Flow (vph)	0	689	612	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	689	612	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 28.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1237	889	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1237	889	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

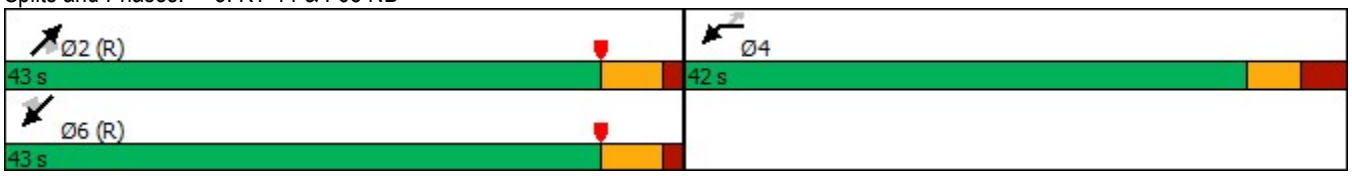
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						30			432			412
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	126%	126%	158%	124%	106%	126%	125%	158%
Adj. Flow (vph)	0	0	0	547	0	411	0	1260	432	0	1067	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	547	0	411	0	1260	432	0	1067	412
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				32.0		32.0		41.2	41.2		41.2	41.2
Actuated g/C Ratio				0.38		0.38		0.48	0.48		0.48	0.48
v/c Ratio				0.82		0.67		0.74	0.44		0.62	0.42
Control Delay				34.6		25.7		14.7	2.4		19.0	3.1
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				34.6		25.7		14.7	2.4		19.0	3.1
LOS				C		C		B	A		B	A
Approach Delay					30.8			11.5			14.6	
Approach LOS					C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 67.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: KY 44 & I-65 NB



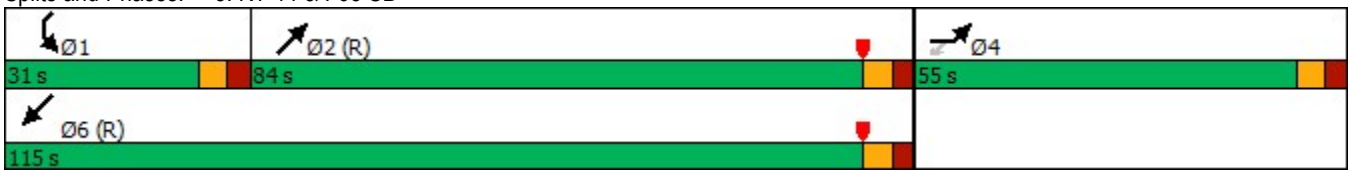


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			185				40				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	126%
Adj. Flow (vph)	558	0	789	0	0	0	1135	415	481	1129	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	558	0	789	0	0	0	1550	0	481	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	55.0		55.0				84.0		31.0	115.0	
Total Split (%)	32.4%		32.4%				49.4%		18.2%	67.6%	
Maximum Green (s)	48.5		48.5				77.6		24.5	108.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	48.5		48.5				77.6		24.5	108.6	
Actuated g/C Ratio	0.29		0.29				0.46		0.14	0.64	
v/c Ratio	1.11		0.85				0.99		0.97	0.50	
Control Delay	126.9		53.4				57.6		93.7	13.7	
Queue Delay	0.0		0.1				0.0		0.0	0.0	
Total Delay	126.9		53.5				57.6		93.7	13.8	
LOS	F		D				E		F	B	
Approach Delay	83.9						57.6			37.7	
Approach LOS	F						E			D	

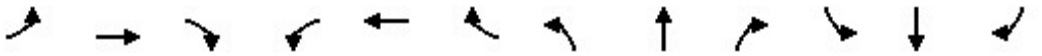
Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 58.3		Intersection LOS: E	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.983			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3479	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3479	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	120%	158%	126%	132%	158%
Adj. Flow (vph)	0	0	9	60	0	9	34	1441	189	0	1413	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	60	9	34	1630	0	0	1422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

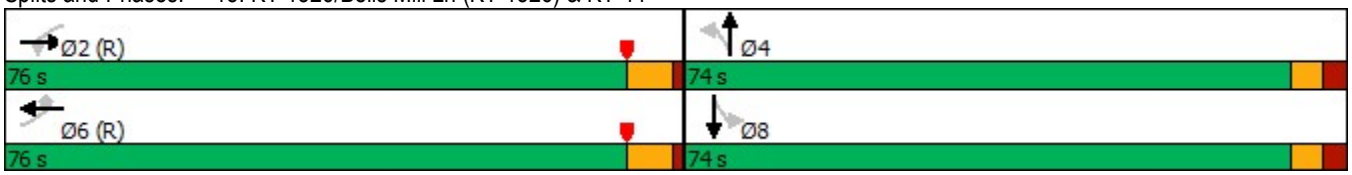


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		200	75		315	0		0	0		225
Storage Lanes	1		1	1		0	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	3539	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.197									0.757		
Satd. Flow (perm)	367	3539	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						189					153	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	158%	126%	126%	126%	158%	126%	126%
Adj. Flow (vph)	68	1068	0	0	692	266	0	0	0	515	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1068	0	0	692	266	0	0	0	515	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	76.0	76.0		76.0	76.0	76.0	74.0	74.0		74.0	74.0	
Total Split (%)	50.7%	50.7%		50.7%	50.7%	50.7%	49.3%	49.3%		49.3%	49.3%	
Maximum Green (s)	69.5	69.5		69.5	69.5	69.5	67.5	67.5		67.5	67.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	76.8	76.8			76.8	76.8				60.2	60.2	
Actuated g/C Ratio	0.51	0.51			0.51	0.51				0.40	0.40	
v/c Ratio	0.36	0.59			0.73	0.29				0.91	0.09	
Control Delay	31.8	28.4			28.3	3.9				63.1	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	31.8	28.4			28.3	3.9				63.1	0.3	
LOS	C	C			C	A				E	A	
Approach Delay		28.6			21.5						55.8	
Approach LOS		C			C						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.91			
Intersection Signal Delay: 32.0		Intersection LOS: C	
Intersection Capacity Utilization 89.4%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

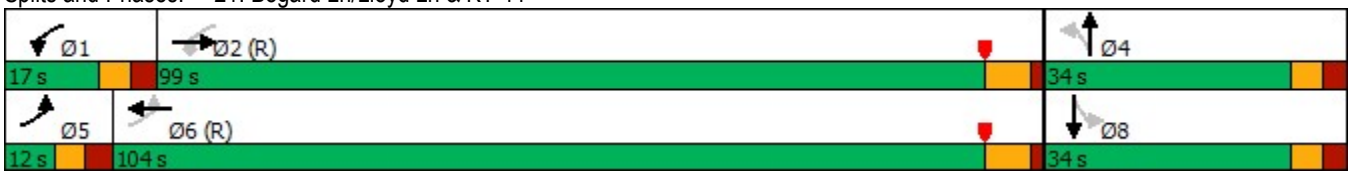


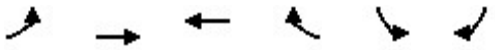
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.871			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	3539	1583	1770	3497	0	1770	1622	0	0	1716	0
Flt Permitted	0.228			0.101			0.564				0.679	
Satd. Flow (perm)	425	3539	1583	188	3497	0	1051	1622	0	0	1190	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			131		12			90			23	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	1623	163	103	1005	86	60	17	103	60	17	60
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1623	163	103	1091	0	60	120	0	0	137	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	12.0	99.0	99.0	17.0	104.0		34.0	34.0		34.0	34.0	
Total Split (%)	8.0%	66.0%	66.0%	11.3%	69.3%		22.7%	22.7%		22.7%	22.7%	
Maximum Green (s)	5.5	92.4	92.4	10.5	97.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	113.1	103.8	103.8	111.8	107.9		18.7	18.7			18.7	
Actuated g/C Ratio	0.75	0.69	0.69	0.75	0.72		0.12	0.12			0.12	
v/c Ratio	0.16	0.66	0.14	0.46	0.43		0.46	0.43			0.82	
Control Delay	6.3	13.5	3.9	11.7	10.3		70.3	22.2			85.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	6.3	13.5	3.9	11.7	10.3		70.3	22.2			85.9	
LOS	A	B	A	B	B		E	C			F	
Approach Delay		12.4			10.4			38.2			85.9	
Approach LOS		B			B			D			F	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.82			
Intersection Signal Delay: 16.1		Intersection LOS: B	
Intersection Capacity Utilization 76.8%		ICU Level of Service D	
Analysis Period (min) 15			

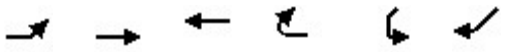
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





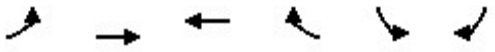
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.990			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	3522	3504	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	3522	3504	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	172	1537	1202	86	60	86
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1709	1288	0	60	86
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 90.1%		ICU Level of Service E	
Analysis Period (min) 15			



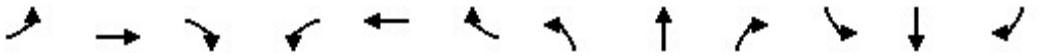
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	3507	3536	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	3507	3536	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	309	1348	1030	9	9	361
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1657	1039	0	370	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 100.0%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1717	1288	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1717	1288	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane						
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	47.0%	ICU Level of Service	A
Analysis Period (min)	15		

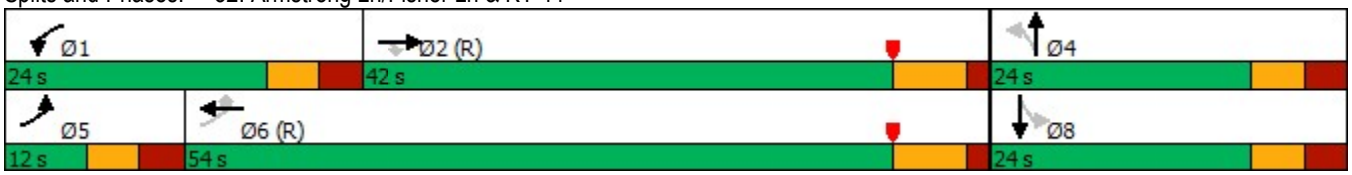


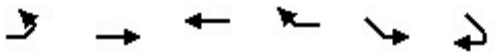
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		1	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.858			0.892	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	3433	3539	1583	1770	1598	0	1770	1662	0
Flt Permitted	0.199			0.950			0.718			0.284		
Satd. Flow (perm)	371	3539	1583	3433	3539	1583	1337	1598	0	529	1662	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			189		274			43	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%	158%
Adj. Flow (vph)	60	1151	146	532	1108	189	86	17	283	69	17	43
Shared Lane Traffic (%)												
Lane Group Flow (vph)	60	1151	146	532	1108	189	86	300	0	69	60	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2			6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	12.0	42.0	42.0	24.0	54.0	54.0	24.0	24.0		24.0	24.0	
Total Split (%)	13.3%	46.7%	46.7%	26.7%	60.0%	60.0%	26.7%	26.7%		26.7%	26.7%	
Maximum Green (s)	5.5	35.4	35.4	17.5	47.4	47.4	17.5	17.5		17.5	17.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	57.7	39.3	39.3	17.0	53.0	53.0	14.1	14.1		14.2	14.2	
Actuated g/C Ratio	0.64	0.44	0.44	0.19	0.59	0.59	0.16	0.16		0.16	0.16	
v/c Ratio	0.18	0.75	0.18	0.82	0.53	0.19	0.41	0.62		0.83	0.20	
Control Delay	6.7	26.1	1.5	42.9	14.4	2.4	38.9	12.0		98.8	15.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.7	26.1	1.5	42.9	14.4	2.4	38.9	12.0		98.8	15.6	
LOS	A	C	A	D	B	A	D	B		F	B	
Approach Delay		22.6			21.4			18.0			60.1	
Approach LOS		C			C			B			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 35.4 (39%), Referenced to phase 2:EBT and 6:EBWB, Start of Yellow			
Natural Cycle: 75			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.83			
Intersection Signal Delay: 22.9		Intersection LOS: C	
Intersection Capacity Utilization 86.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1580	1168	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1580	1168	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane			Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

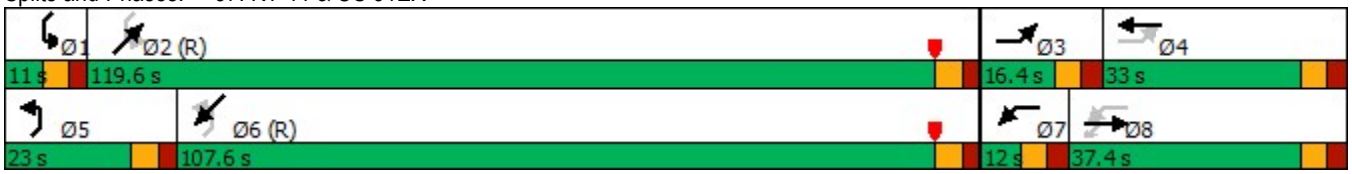
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.969			0.992			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1805	0	1770	1848	0	1770	1855	0
Flt Permitted	0.585			0.713			0.054			0.033		
Satd. Flow (perm)	1090	1863	1583	1328	1805	0	101	1848	0	61	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		6			3			1	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	158%	126%	126%	126%	126%
Adj. Flow (vph)	205	68	383	103	82	21	199	1168	68	27	972	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	68	383	103	103	0	199	1236	0	27	999	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4		8	8			6			2		
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.5	33.5	33.5	11.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	16.4	37.4	37.4	12.0	33.0		23.0	119.6		11.0	107.6	
Total Split (%)	9.1%	20.8%	20.8%	6.7%	18.3%		12.8%	66.4%		6.1%	59.8%	
Maximum Green (s)	9.9	30.9	30.9	5.5	26.5		17.0	113.6		5.0	101.6	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		20.0	20.0		19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	30.6	25.1	25.1	30.6	20.7		124.4	121.1		125.6	105.6	
Actuated g/C Ratio	0.17	0.14	0.14	0.17	0.12		0.69	0.67		0.70	0.59	
v/c Ratio	0.92	0.26	0.93	0.43	0.49		0.82	0.99		0.29	0.92	
Control Delay	110.3	69.6	62.1	67.1	76.3		58.2	48.6		22.0	29.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	110.3	69.6	62.1	67.1	76.3		58.2	48.6		22.0	29.3	
LOS	F	E	E	E	E		E	D		C	C	
Approach Delay		77.9			71.7			50.0			29.1	
Approach LOS		E			E			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:NESW, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 50.4		Intersection LOS: D	
Intersection Capacity Utilization 97.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1833	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	158%	158%	158%
Adj. Flow (vph)	41	185	185	1219	1056	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	185	185	1219	1193	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

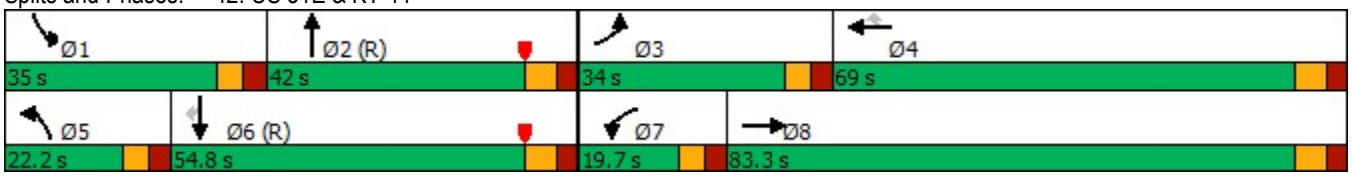
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	81.6%	ICU Level of Service	D
Analysis Period (min)	15		

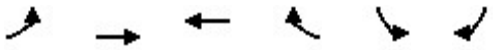
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		0	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.976				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1816	0	1770	1863	1583	1770	3454	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1816	0	1770	1863	1583	1770	3454	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				184		11				314
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	176%	176%	126%	126%	176%	176%	126%	126%
Adj. Flow (vph)	550	601	120	115	670	344	116	411	77	574	726	356
Shared Lane Traffic (%)												
Lane Group Flow (vph)	550	721	0	115	670	344	116	488	0	574	726	356
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	34.0	83.3		19.7	69.0	69.0	22.2	42.0		35.0	54.8	54.8
Total Split (%)	18.9%	46.3%		10.9%	38.3%	38.3%	12.3%	23.3%		19.4%	30.4%	30.4%
Maximum Green (s)	27.5	76.0		13.2	61.7	61.7	15.7	34.7		28.5	47.5	47.5
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	27.5	76.0		13.2	61.7	61.7	14.8	34.7		28.5	48.4	48.4
Actuated g/C Ratio	0.15	0.42		0.07	0.34	0.34	0.08	0.19		0.16	0.27	0.27
v/c Ratio	1.05	0.94		0.89	1.05	0.52	0.80	0.72		1.06	0.76	0.54
Control Delay	98.7	71.2		134.8	104.9	23.9	116.0	73.6		124.2	66.9	11.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	98.7	71.2		134.8	104.9	23.9	116.0	73.6		124.2	66.9	11.6
LOS	F	E		F	F	C	F	E		F	E	B
Approach Delay		83.1			83.3			81.7			74.9	
Approach LOS		F			F			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 80.0		Intersection LOS: F	
Intersection Capacity Utilization 97.6%		ICU Level of Service F	
Analysis Period (min) 15			

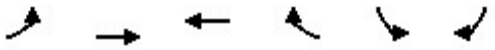
Splits and Phases: 42: US 31E & KY 44





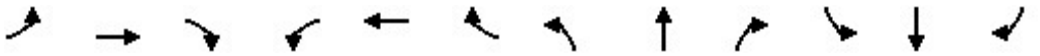
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1824	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1824	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	421	545	306	57	96	622
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	966	363	0	718	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	126%	126%	126%	126%
Adj. Flow (vph)	0	1503	1459	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	1459	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

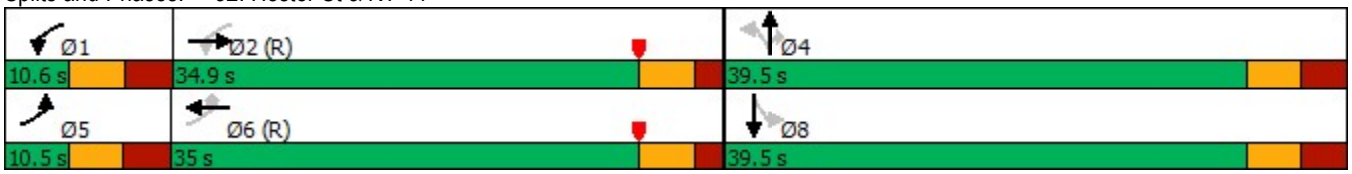


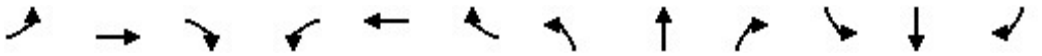
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.281				0.757				
Satd. Flow (perm)	1863	1842	0	523	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							114			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	621	51	111	749	0	31	0	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	672	0	111	749	0	0	31	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes										
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	34.9		10.6	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.1%		12.5%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.5		4.1	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		53.4		56.8	64.2			12.5	12.5			
Actuated g/C Ratio		0.63		0.67	0.76			0.15	0.15			
v/c Ratio		0.58		0.25	0.53			0.15	0.25			
Control Delay		18.4		9.2	18.6			28.7	3.6			
Queue Delay		0.0		0.0	0.0			0.0	0.0			
Total Delay		18.4		9.2	18.6			28.7	3.6			
LOS		B		A	B			C	A			
Approach Delay		18.4			17.4			10.5				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 81 (95%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



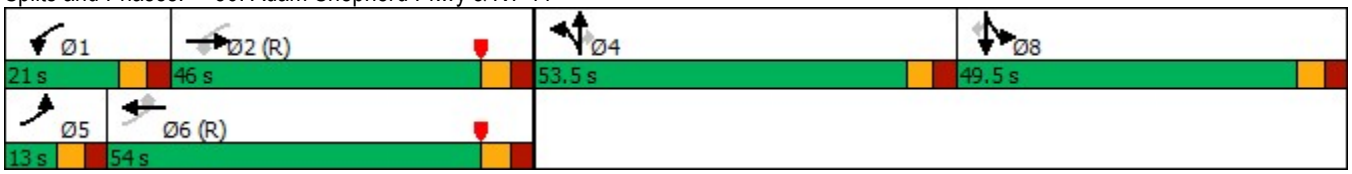


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.218			0.290			0.950			0.950		
Satd. Flow (perm)	406	3539	1583	540	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			432			150			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	13.0	46.0	46.0	21.0	54.0	54.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.6%	27.1%	27.1%	12.4%	31.8%	31.8%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	6.5	39.1	39.1	14.5	47.1	47.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	81.0	50.4	50.4	81.0	67.1	67.1	21.7	21.7	21.7	41.3	41.3	41.3
Actuated g/C Ratio	0.48	0.30	0.30	0.48	0.39	0.39	0.13	0.13	0.13	0.24	0.24	0.24
v/c Ratio	0.42	0.54	0.09	0.61	0.58	0.93	0.10	0.25	0.76	0.87	0.12	0.22
Control Delay	33.6	52.0	2.5	36.5	49.6	44.0	59.0	64.4	41.4	73.6	49.7	2.9
Queue Delay	0.0	1.5	0.0	0.0	0.0	3.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	33.6	53.5	2.5	36.5	49.6	47.1	59.0	64.4	41.5	73.6	49.7	2.9
LOS	C	D	A	D	D	D	E	E	D	E	D	A
Approach Delay		46.7			46.5			46.7			63.5	
Approach LOS		D			D			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 159 (94%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay: 50.5		Intersection LOS: D	
Intersection Capacity Utilization 74.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	600	0	0	530
Future Volume (vph)	0	0	600	0	0	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	0.95	1.00	1.00	0.95
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	3539	0	0	3539
Flt Permitted						
Satd. Flow (perm)	0	1863	3539	0	0	3539
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	1148	0	0	1014
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1148	0	0	1014
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.5%		ICU Level of Service A	
Analysis Period (min) 15			



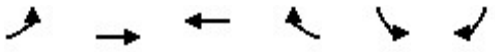
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	966	0	0	928	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	966	0	0	928	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			



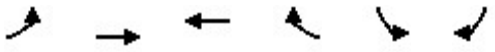
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	3539	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	3539	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	1052	0	0	976	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1052	0	0	976	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	600	530	0	0	0
Future Volume (vph)	0	600	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	1148	1014	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1148	1014	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	565	788	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	565	788	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

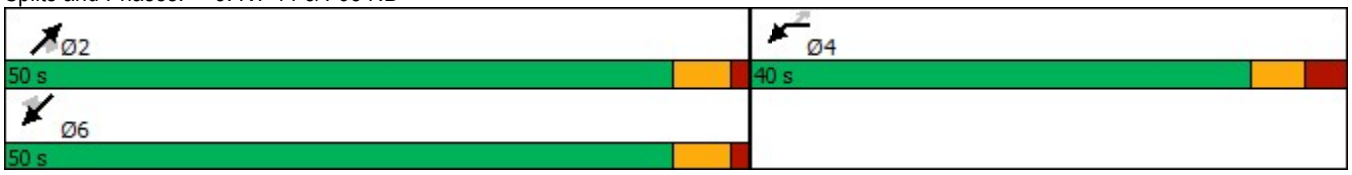
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.5%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						266			549			413
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	288	0	304	0	538	549	0	663	413
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				19.6		19.6		44.9	44.9		44.9	44.9
Actuated g/C Ratio				0.26		0.26		0.59	0.59		0.59	0.59
v/c Ratio				0.64		0.50		0.26	0.47		0.32	0.38
Control Delay				31.6		7.6		8.9	2.5		9.3	2.2
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				31.6		7.6		8.9	2.5		9.3	2.2
LOS				C		A		A	A		A	A
Approach Delay					19.3			5.7			6.6	
Approach LOS					B			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 76.4			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 9.0		Intersection LOS: A	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB





Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.140		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	506	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			346				27				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	158	0	391	0	0	0	929	174	212	739	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	158	0	391	0	0	0	1103	0	212	739	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.2		16.2				39.0		53.5	53.6	
Actuated g/C Ratio	0.20		0.20				0.47		0.65	0.65	
v/c Ratio	0.46		0.47				0.67		0.35	0.32	
Control Delay	34.0		7.2				19.3		7.3	7.1	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	34.0		7.2				19.3		7.3	7.1	
LOS	C		A				B		A	A	
Approach Delay	14.9						19.3			7.2	
Approach LOS	B						B			A	

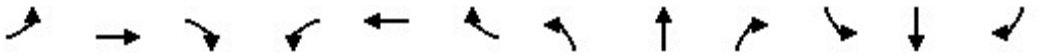
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 82.8			
Natural Cycle: 65			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 14.0		Intersection LOS: B	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	65	0	11	5	761	76	0	1005	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	65	11	5	837	0	0	1010	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	42.4%	ICU Level of Service	A
Analysis Period (min)	15		

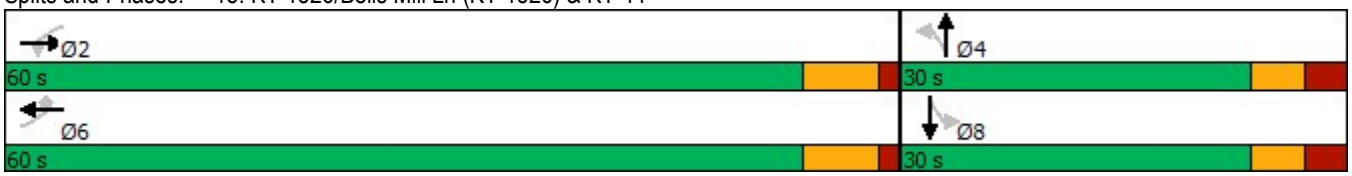


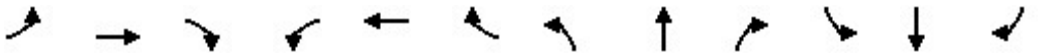
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.341									0.757		
Satd. Flow (perm)	635	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						375					255	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	38	429	0	0	663	375	0	0	0	158	0	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	429	0	0	663	375	0	0	0	158	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.6	53.6			53.6	53.6				14.2	14.2	
Actuated g/C Ratio	0.66	0.66			0.66	0.66				0.18	0.18	
v/c Ratio	0.09	0.35			0.54	0.32				0.64	0.08	
Control Delay	6.8	7.6			10.0	1.6				42.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	6.8	7.6			10.0	1.6				42.8	0.3	
LOS	A	A			A	A				D	A	
Approach Delay		7.6			6.9						34.6	
Approach LOS		A			A						C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 80.9			
Natural Cycle: 55			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay: 10.3		Intersection LOS: B	
Intersection Capacity Utilization 60.8%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



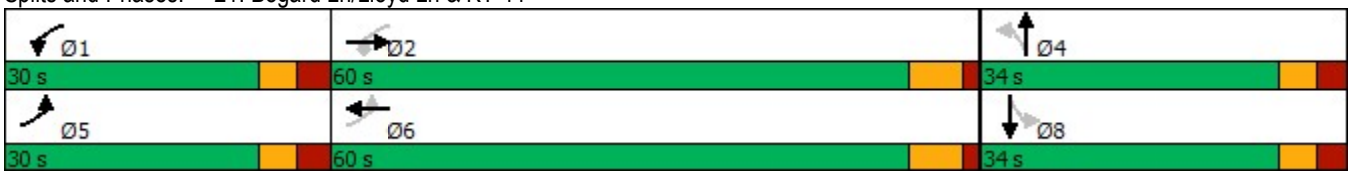


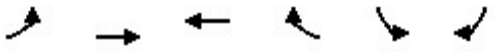
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	1723	0	0	1719	0
Flt Permitted	0.161			0.418			0.599				0.855	
Satd. Flow (perm)	300	1863	1583	779	1852	0	1116	1723	0	0	1497	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		2			27			30	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	11	495	76	92	913	38	65	27	27	54	27	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	495	76	92	951	0	65	54	0	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	63.6	54.0	54.0	59.8	62.4		12.5	12.5			12.5	
Actuated g/C Ratio	0.70	0.60	0.60	0.66	0.69		0.14	0.14			0.14	
v/c Ratio	0.04	0.44	0.08	0.16	0.74		0.42	0.21			0.63	
Control Delay	4.9	13.3	2.3	5.3	16.0		45.4	22.9			42.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.9	13.3	2.3	5.3	16.0		45.4	22.9			42.3	
LOS	A	B	A	A	B		D	C			D	
Approach Delay		11.7			15.0			35.2			42.3	
Approach LOS		B			B			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 90.4			
Natural Cycle: 105			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 17.4		Intersection LOS: B	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			

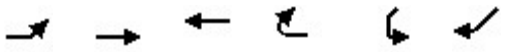
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





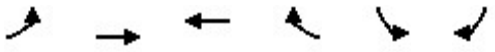
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1855	1859	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1855	1859	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	495	870	11	33	120
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	533	881	0	33	120
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 62.8%		ICU Level of Service B	
Analysis Period (min) 15			



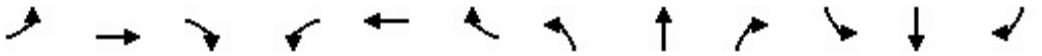
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	1852	1861	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	1852	1861	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	76	516	652	5	5	141
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	592	657	0	146	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	717	940	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	717	940	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			



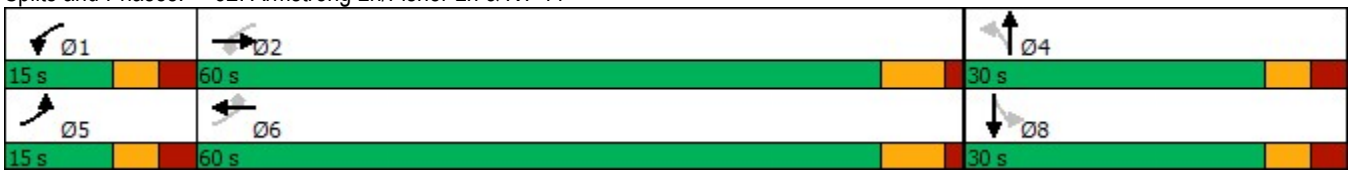
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.856			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1595	0	1770	1723	0
Flt Permitted	0.443			0.410			0.743			0.357		
Satd. Flow (perm)	825	1863	1583	1482	1863	1583	1384	1595	0	665	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			104		261			11	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	11	516	38	92	489	33	92	11	261	11	11	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	11	516	38	92	489	33	92	272	0	11	22	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

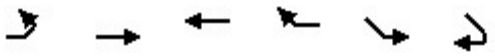
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	62.7	53.9	53.9	58.9	61.5	61.5	11.2	11.2		10.2	10.2	
Actuated g/C Ratio	0.71	0.61	0.61	0.67	0.70	0.70	0.13	0.13		0.12	0.12	
v/c Ratio	0.02	0.45	0.04	0.08	0.38	0.03	0.53	0.63		0.14	0.11	
Control Delay	4.3	12.3	0.1	4.3	7.9	0.0	48.0	12.8		39.0	24.5	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	4.3	12.3	0.1	4.3	7.9	0.0	48.0	12.8		39.0	24.5	
LOS	A	B	A	A	A	A	D	B		D	C	
Approach Delay		11.4			7.0			21.7			29.3	
Approach LOS		B			A			C			C	

Intersection Summary

Area Type: Other
Cycle Length: 105
Actuated Cycle Length: 88.2
Natural Cycle: 60
Control Type: Semi Act-Uncoord
Maximum v/c Ratio: 0.63
Intersection Signal Delay: 12.4 Intersection LOS: B
Intersection Capacity Utilization 60.9% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	620	870	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	620	870	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.925			0.990			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1723	0	1770	1844	0	1770	1848	0
Flt Permitted	0.950			0.950			0.346			0.260		
Satd. Flow (perm)	1770	1863	1583	1770	1723	0	645	1844	0	484	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			90		22			3			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	174	33	71	33	22	22	120	701	49	27	511	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	174	33	71	33	44	0	120	750	0	27	538	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			8				2			6		
Detector Phase	8	8	8	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5	33.5	32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0	45.0	33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%	23.9%	17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5	38.5	26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0	20.0	19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.9	19.9	19.9	8.3	8.3		102.1	97.0		96.0	89.7	
Actuated g/C Ratio	0.13	0.13	0.13	0.06	0.06		0.69	0.65		0.65	0.60	
v/c Ratio	0.74	0.13	0.25	0.34	0.38		0.24	0.62		0.07	0.48	
Control Delay	81.4	59.0	7.6	79.9	51.2		10.0	21.6		9.8	20.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	81.4	59.0	7.6	79.9	51.2		10.0	21.6		9.8	20.2	
LOS	F	E	A	E	D		A	C		A	C	
Approach Delay		59.9			63.5			20.0			19.7	
Approach LOS		E			E			C			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 148.7			
Natural Cycle: 135			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 28.0		Intersection LOS: C	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	380	60
Future Volume (vph)	30	90	175	650	380	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.982	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1829	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1829	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	98	190	707	413	65
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	98	190	707	478	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

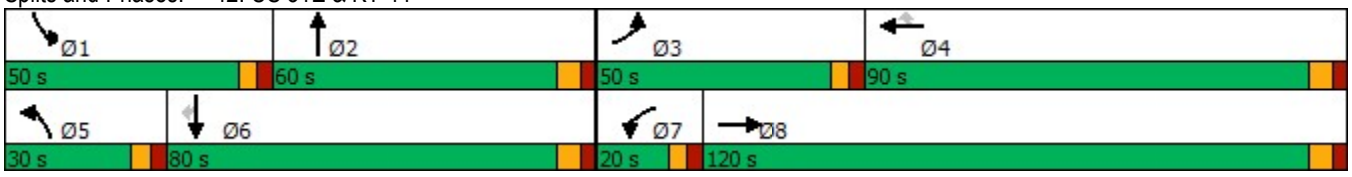
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	46.7%	ICU Level of Service	A
Analysis Period (min)	15		

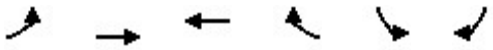
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.985				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1824	0	1770	1863	1583	1770	3486	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1824	0	1770	1863	1583	1770	3486	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4				207		4				201
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	359	326	54	22	212	207	65	293	33	141	228	201
Shared Lane Traffic (%)												
Lane Group Flow (vph)	359	380	0	22	212	207	65	326	0	141	228	201
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	22.5	46.0		7.6	25.6	25.6	11.6	72.5		12.4	73.2	73.2
Actuated g/C Ratio	0.14	0.29		0.05	0.16	0.16	0.07	0.45		0.08	0.46	0.46
v/c Ratio	0.75	0.73		0.27	0.72	0.49	0.51	0.21		0.53	0.14	0.24
Control Delay	77.5	61.4		86.1	78.9	11.0	88.4	28.7		80.9	28.0	4.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	77.5	61.4		86.1	78.9	11.0	88.4	28.7		80.9	28.0	4.5
LOS	E	E		F	E	B	F	C		F	C	A
Approach Delay		69.2			47.4			38.6			32.8	
Approach LOS		E			D			D			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 160.8			
Natural Cycle: 120			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 49.4		Intersection LOS: D	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

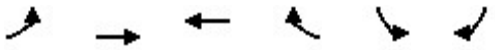
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.959		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1786	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1786	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	98	98	43	22	136
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	207	141	0	158	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.3%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	842	652	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	842	652	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

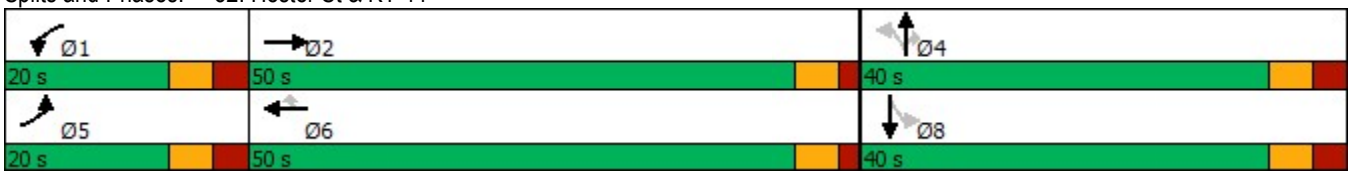
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

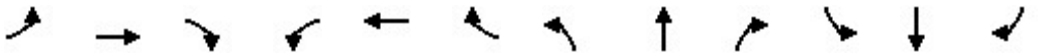
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.950								
Satd. Flow (perm)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							357			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	643	8	27	504	0	0	0	26	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	27	504	0	0	0	26	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		58.3		7.5	63.2				10.1			
Actuated g/C Ratio		0.80		0.10	0.87				0.14			
v/c Ratio		0.44		0.15	0.31				0.05			
Control Delay		12.1		37.1	5.3				0.2			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		12.1		37.1	5.3				0.2			
LOS		B		D	A				A			
Approach Delay		12.1			6.9			0.2				
Approach LOS		B			A			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 72.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 44.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



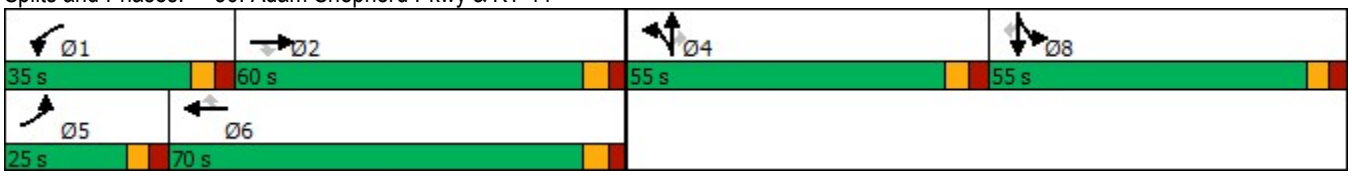


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			180			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	49	604	16	163	478	489	20	21	180	318	12	34
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	10.6	56.7	56.7	18.7	68.2	68.2	13.0	13.0	13.0	20.8	20.8	20.8
Actuated g/C Ratio	0.08	0.41	0.41	0.14	0.50	0.50	0.10	0.10	0.10	0.15	0.15	0.15
v/c Ratio	0.36	0.41	0.02	0.67	0.27	0.50	0.12	0.12	0.58	0.61	0.04	0.10
Control Delay	74.4	34.4	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
Queue Delay	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	74.4	34.6	0.1	74.0	25.9	9.8	58.9	58.8	15.0	60.3	53.9	0.6
LOS	E	C	A	E	C	A	E	E	B	E	D	A
Approach Delay		36.7			25.9			23.1			54.5	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 136.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 33.0		Intersection LOS: C	
Intersection Capacity Utilization 56.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	320	0	0	330
Future Volume (vph)	0	0	320	0	0	330
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	348	0	0	359
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	348	0	0	359
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 20.7%		ICU Level of Service A	
Analysis Period (min) 15			



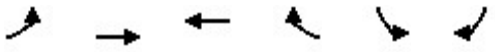
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	190	0	0	220	0	0
Future Volume (vph)	190	0	0	220	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	0	0	239	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	207	0	0	239	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 14.9%		ICU Level of Service A	
Analysis Period (min) 15			



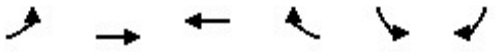
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	210	0	0	250	0	0
Future Volume (vph)	210	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	228	0	0	272	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	228	0	0	272	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	280	320	0	0	0
Future Volume (vph)	0	280	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	304	348	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	304	348	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.8%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	982	705	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	982	705	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

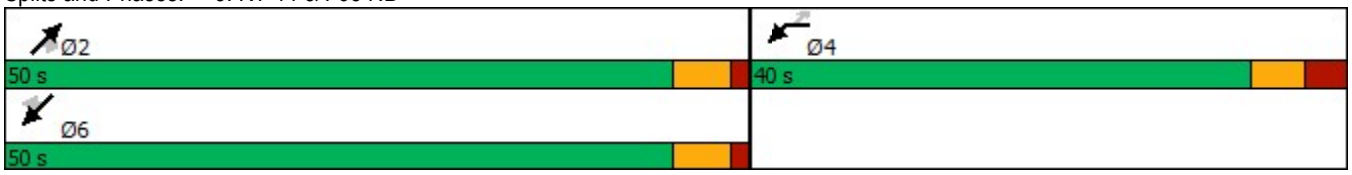
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.9%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						71			408			261
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Adj. Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	516	0	326	0	1016	408	0	853	261
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3
Total Split (s)				40.0		40.0		50.0	50.0		50.0	50.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)				44.4%		44.4%		55.6%	55.6%		55.6%	55.6%
Maximum Green (s)				33.5		33.5		44.7	44.7		44.7	44.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		Max	Max		Max	Max
Act Effct Green (s)				30.2		30.2		44.8	44.8		44.8	44.8
Actuated g/C Ratio				0.35		0.35		0.52	0.52		0.52	0.52
v/c Ratio				0.84		0.55		0.56	0.40		0.47	0.28
Control Delay				39.6		21.1		16.3	2.7		15.0	2.5
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				39.6		21.1		16.3	2.7		15.0	2.5
LOS				D		C		B	A		B	A
Approach Delay					32.5			12.4			12.1	
Approach LOS					C			B			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 86.9			
Natural Cycle: 50			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB



Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.088		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	318	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			156				66				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Adj. Flow (vph)	353	0	745	0	0	0	1071	391	304	1065	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	353	0	745	0	0	0	1462	0	304	1065	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		pm+pt	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4						6		
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	
Total Split (s)	35.0		35.0				45.0		15.0	60.0	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	36.8%		36.8%				47.4%		15.8%	63.2%	
Maximum Green (s)	28.5		28.5				38.6		8.5	53.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				Max		None	Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	26.2		26.2				38.8		53.6	53.7	
Actuated g/C Ratio	0.28		0.28				0.42		0.58	0.58	
v/c Ratio	0.71		0.83				1.00		0.65	0.52	
Control Delay	38.4		33.4				51.8		20.2	13.3	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	38.4		33.4				51.8		20.2	13.3	
LOS	D		C				D		C	B	
Approach Delay	35.0						51.8			14.8	
Approach LOS	D						D			B	

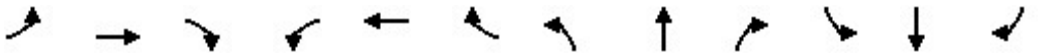
Intersection Summary			
Area Type:	Other		
Cycle Length: 95			
Actuated Cycle Length: 92.8			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 1.00			
Intersection Signal Delay: 34.2		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.986			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3490	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Adj. Flow (vph)	0	0	5	38	0	5	22	1201	120	0	1071	5
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	5	0	0	38	5	22	1321	0	0	1076	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.7%		ICU Level of Service A	
Analysis Period (min) 15			

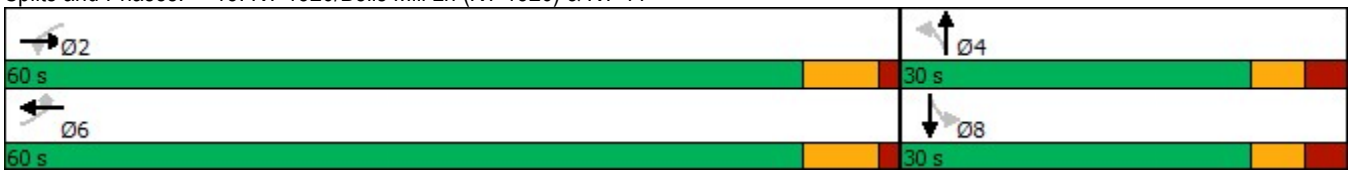


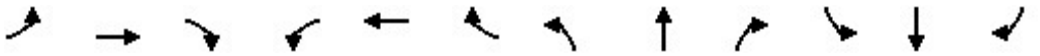
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.381									0.757		
Satd. Flow (perm)	710	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						168					329	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Adj. Flow (vph)	54	848	0	0	549	168	0	0	0	326	0	54
Shared Lane Traffic (%)												
Lane Group Flow (vph)	54	848	0	0	549	168	0	0	0	326	54	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	6			2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	60.0	60.0		60.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	66.7%	66.7%		66.7%	66.7%	66.7%	33.3%	33.3%		33.3%	33.3%	
Maximum Green (s)	53.5	53.5		53.5	53.5	53.5	23.5	23.5		23.5	23.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	Max	Max		Max	Max	Max	None	None		None	None	
Act Effct Green (s)	53.5	53.5			53.5	53.5				22.5	22.5	
Actuated g/C Ratio	0.60	0.60			0.60	0.60				0.25	0.25	
v/c Ratio	0.13	0.76			0.49	0.16				0.92	0.08	
Control Delay	9.0	18.8			12.1	1.7				64.8	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	9.0	18.8			12.1	1.7				64.8	0.3	
LOS	A	B			B	A				E	A	
Approach Delay		18.2			9.7						55.6	
Approach LOS		B			A						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 89			
Natural Cycle: 75			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 22.3		Intersection LOS: C	
Intersection Capacity Utilization 69.0%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44



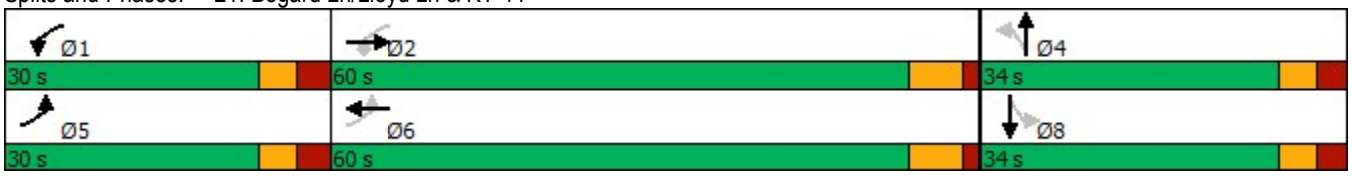


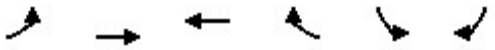
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	1863	1583	1770	1840	0	1770	1624	0	0	1716	0
Flt Permitted	0.316			0.106			0.811				0.823	
Satd. Flow (perm)	589	1863	1583	197	1840	0	1511	1624	0	0	1443	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			88		4			65			29	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Adj. Flow (vph)	38	1027	103	65	636	54	38	11	65	38	11	38
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	1027	103	65	690	0	38	76	0	0	87	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2			4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	30.0	60.0	60.0	30.0	60.0		34.0	34.0		34.0	34.0	
Total Split (%)	24.2%	48.4%	48.4%	24.2%	48.4%		27.4%	27.4%		27.4%	27.4%	
Maximum Green (s)	23.5	53.4	53.4	23.5	53.4		27.5	27.5		27.5	27.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	61.1	56.7	56.7	59.9	59.4		9.0	9.0			9.0	
Actuated g/C Ratio	0.73	0.68	0.68	0.72	0.71		0.11	0.11			0.11	
v/c Ratio	0.07	0.81	0.09	0.25	0.53		0.24	0.33			0.48	
Control Delay	3.8	22.4	2.9	6.1	11.5		40.0	16.5			36.3	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	3.8	22.4	2.9	6.1	11.5		40.0	16.5			36.3	
LOS	A	C	A	A	B		D	B			D	
Approach Delay		20.1			11.0			24.4			36.3	
Approach LOS		C			B			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 124			
Actuated Cycle Length: 83.7			
Natural Cycle: 115			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay: 17.8		Intersection LOS: B	
Intersection Capacity Utilization 72.1%		ICU Level of Service C	
Analysis Period (min) 15			

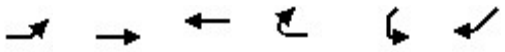
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





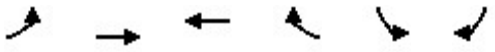
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1853	1846	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1853	1846	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	973	761	54	38	54
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1082	815	0	38	54
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 105.8%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	1846	1861	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	1846	1861	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	196	853	652	5	5	228
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1049	657	0	233	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 106.4%		ICU Level of Service G	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑↑	↑↑			↱
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1087	815	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1087	815	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

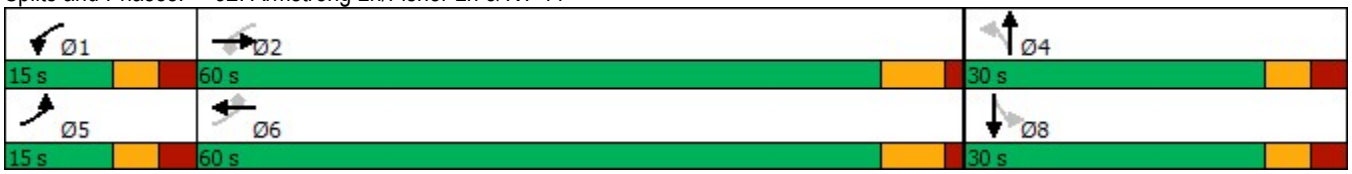
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.0%		ICU Level of Service A	
Analysis Period (min) 15			

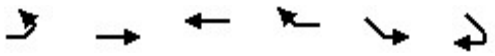
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.859			0.893	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1600	0	1770	1663	0
Flt Permitted	0.305			0.263			0.732			0.435		
Satd. Flow (perm)	568	1863	1583	950	1863	1583	1364	1600	0	810	1663	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			104			120		179			27	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Adj. Flow (vph)	38	728	92	337	701	120	54	11	179	43	11	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	728	92	337	701	120	54	190	0	43	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	4			8		

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	15.0	60.0	60.0	15.0	60.0	60.0	30.0	30.0		30.0	30.0	
Total Split (%)	14.3%	57.1%	57.1%	14.3%	57.1%	57.1%	28.6%	28.6%		28.6%	28.6%	
Maximum Green (s)	8.5	53.4	53.4	8.5	53.4	53.4	23.5	23.5		23.5	23.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	Max	Max	None	Max	Max	None	None		None	None	
Act Effct Green (s)	64.1	53.5	53.5	61.3	60.3	60.3	9.2	9.2		9.2	9.2	
Actuated g/C Ratio	0.71	0.59	0.59	0.68	0.67	0.67	0.10	0.10		0.10	0.10	
v/c Ratio	0.08	0.66	0.09	0.39	0.56	0.11	0.39	0.59		0.52	0.20	
Control Delay	3.9	16.5	1.9	5.1	12.1	2.0	45.9	15.1		60.6	20.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.9	16.5	1.9	5.1	12.1	2.0	45.9	15.1		60.6	20.8	
LOS	A	B	A	A	B	A	D	B		E	C	
Approach Delay		14.4			9.0			21.9			41.9	
Approach LOS		B			A			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 105			
Actuated Cycle Length: 90.1			
Natural Cycle: 60			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 13.5		Intersection LOS: B	
Intersection Capacity Utilization 80.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1000	739	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1000	739	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.1%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.970			0.990			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1807	0	1770	1844	0	1770	1855	0
Flt Permitted	0.950			0.950			0.171			0.218		
Satd. Flow (perm)	1770	1863	1583	1770	1807	0	319	1844	0	406	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			279		5			3			1	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Adj. Flow (vph)	163	54	304	82	65	16	158	739	54	22	772	22
Shared Lane Traffic (%)												
Lane Group Flow (vph)	163	54	304	82	81	0	158	793	0	22	794	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	8	8		4	4		5	2		1	6	
Permitted Phases			8				2			6		
Detector Phase	8	8	8	4	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	33.5	33.5	33.5	32.5	32.5		11.0	36.0		11.0	36.0	
Total Split (s)	45.0	45.0	45.0	33.0	33.0		15.0	95.0		15.0	95.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (%)	23.9%	23.9%	23.9%	17.6%	17.6%		8.0%	50.5%		8.0%	50.5%	
Maximum Green (s)	38.5	38.5	38.5	26.5	26.5		9.0	89.0		9.0	89.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	Max		None	Max	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	20.0	20.0	20.0	19.0	19.0			20.0			22.0	
Pedestrian Calls (#/hr)	0	0	0	0	0			0			0	
Act Effct Green (s)	19.8	19.8	19.8	12.6	12.6		102.2	97.0		95.5	89.3	
Actuated g/C Ratio	0.13	0.13	0.13	0.08	0.08		0.66	0.62		0.61	0.57	
v/c Ratio	0.73	0.23	0.68	0.57	0.54		0.54	0.69		0.07	0.75	
Control Delay	84.5	63.6	17.7	85.9	78.6		18.0	26.6		11.5	32.0	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	84.5	63.6	17.7	85.9	78.6		18.0	26.6		11.5	32.0	
LOS	F	E	B	F	E		B	C		B	C	
Approach Delay		43.3			82.2			25.2			31.4	
Approach LOS		D			F			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 188			
Actuated Cycle Length: 155.8			
Natural Cycle: 145			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.75			
Intersection Signal Delay: 34.9		Intersection LOS: C	
Intersection Capacity Utilization 77.0%		ICU Level of Service D	
Analysis Period (min) 15			

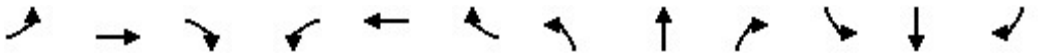
Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	615	80
Future Volume (vph)	30	135	135	710	615	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1833	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	147	147	772	668	87
Shared Lane Traffic (%)						
Lane Group Flow (vph)	33	147	147	772	755	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	58.0%	ICU Level of Service	B
Analysis Period (min)	15		

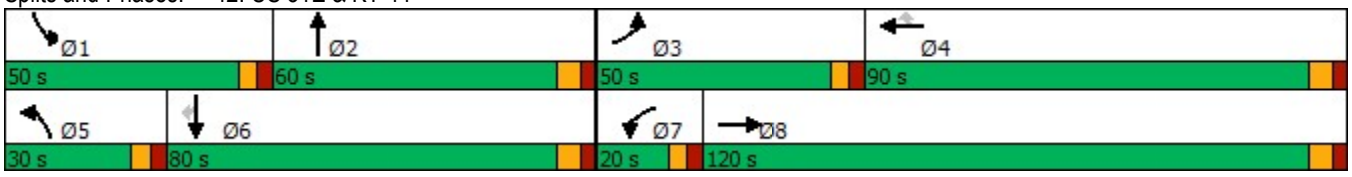


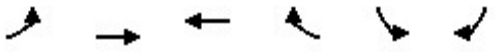
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.983				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1816	0	1770	1863	1583	1770	3479	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1816	0	1770	1863	1583	1770	3479	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5				196		5				283
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Adj. Flow (vph)	348	380	76	65	380	196	92	326	43	326	576	283
Shared Lane Traffic (%)												
Lane Group Flow (vph)	348	456	0	65	380	196	92	369	0	326	576	283
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3
Total Split (s)	50.0	120.0		20.0	90.0	90.0	30.0	60.0		50.0	80.0	80.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	20.0%	48.0%		8.0%	36.0%	36.0%	12.0%	24.0%		20.0%	32.0%	32.0%
Maximum Green (s)	43.5	112.7		13.5	82.7	82.7	23.5	52.7		43.5	72.7	72.7
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	Max		None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	24.9	58.8		11.7	45.6	45.6	15.5	65.5		23.7	73.6	73.6
Actuated g/C Ratio	0.13	0.31		0.06	0.24	0.24	0.08	0.35		0.13	0.39	0.39
v/c Ratio	0.76	0.80		0.59	0.84	0.37	0.63	0.30		0.75	0.41	0.36
Control Delay	91.6	69.2		111.9	85.1	8.2	105.3	47.9		92.1	45.3	5.7
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	91.6	69.2		111.9	85.1	8.2	105.3	47.9		92.1	45.3	5.7
LOS	F	E		F	F	A	F	D		F	D	A
Approach Delay		78.9			64.3			59.3			48.7	
Approach LOS		E			E			E			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 250			
Actuated Cycle Length: 187.6			
Natural Cycle: 130			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.84			
Intersection Signal Delay: 61.4		Intersection LOS: E	
Intersection Capacity Utilization 71.6%		ICU Level of Service C	
Analysis Period (min) 15			

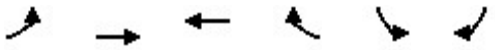
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.978		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1822	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1822	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	239	310	174	33	54	353
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	549	207	0	407	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 70.3%		ICU Level of Service C	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	951	1158	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	951	1158	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

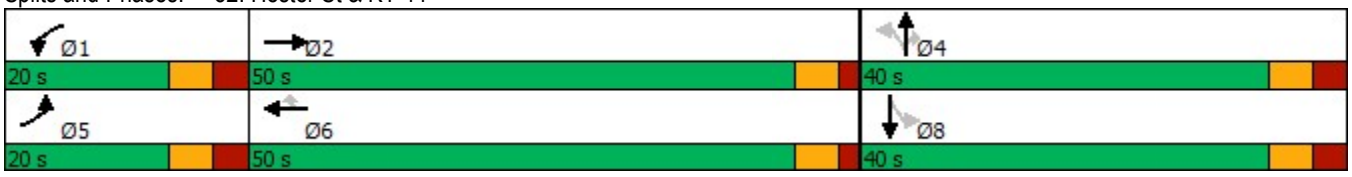
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.4%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.950				0.757				
Satd. Flow (perm)	1863	1842	0	1770	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							88			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Adj. Flow (vph)	0	586	48	104	707	0	29	0	77	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	634	0	104	707	0	0	29	77	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	Prot	NA		Prot	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases						6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	
Total Split (s)	20.0	50.0		20.0	50.0	50.0	40.0	40.0	40.0	40.0	40.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	18.2%	45.5%		18.2%	45.5%	45.5%	36.4%	36.4%	36.4%	36.4%	36.4%	
Maximum Green (s)	13.5	44.6		13.5	44.6	44.6	33.5	33.5	33.5	33.5	33.5	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	Max		None	Max	Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		51.0		10.4	64.5			11.3	11.3			
Actuated g/C Ratio		0.61		0.12	0.77			0.14	0.14			
v/c Ratio		0.56		0.47	0.49			0.15	0.27			
Control Delay		18.9		44.9	8.2			33.3	8.0			
Queue Delay		0.0		0.0	0.3			0.0	0.0			
Total Delay		18.9		44.9	8.5			33.3	8.0			
LOS		B		D	A			C	A			
Approach Delay		18.9			13.2			14.9				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 83.4			
Natural Cycle: 90			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 15.6		Intersection LOS: B	
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44

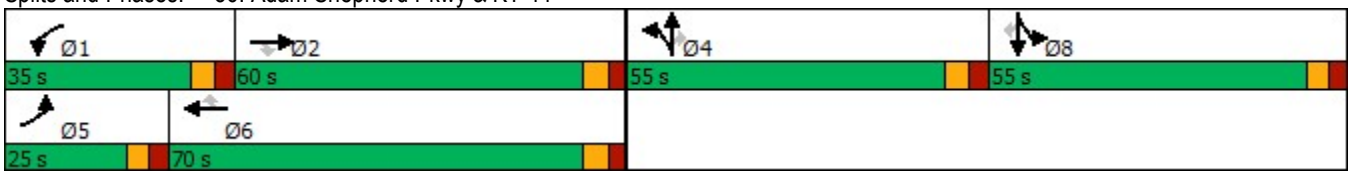


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			122			374			232			125
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Adj. Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Shared Lane Traffic (%)												
Lane Group Flow (vph)	118	538	47	272	761	777	21	55	239	685	51	103
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases			2			6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (s)	25.0	60.0	60.0	35.0	70.0	70.0	55.0	55.0	55.0	55.0	55.0	55.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (%)	12.2%	29.3%	29.3%	17.1%	34.1%	34.1%	26.8%	26.8%	26.8%	26.8%	26.8%	26.8%
Maximum Green (s)	18.5	53.1	53.1	28.5	63.1	63.1	48.5	48.5	48.5	48.5	48.5	48.5
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	Max	Max	None	Max	Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	16.4	53.8	53.8	28.9	66.4	66.4	15.9	15.9	15.9	38.3	38.3	38.3
Actuated g/C Ratio	0.10	0.33	0.33	0.18	0.41	0.41	0.10	0.10	0.10	0.23	0.23	0.23
v/c Ratio	0.67	0.46	0.08	0.87	0.53	0.90	0.12	0.31	0.66	0.85	0.12	0.22
Control Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	91.9	47.8	0.3	92.4	41.9	38.4	67.7	72.2	17.1	72.1	52.5	5.3
LOS	F	D	A	F	D	D	E	E	B	E	D	A
Approach Delay		52.0			48.0			30.1			62.7	
Approach LOS		D			D			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 205			
Actuated Cycle Length: 163.7			
Natural Cycle: 165			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.90			
Intersection Signal Delay: 50.6		Intersection LOS: D	
Intersection Capacity Utilization 71.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	640	0	0	550
Future Volume (vph)	0	0	640	0	0	550
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	696	0	0	598
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	696	0	0	598
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 37.0%		ICU Level of Service A	
Analysis Period (min) 15			



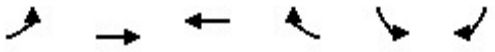
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	549	0	0	527	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	549	0	0	527	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 29.9%		ICU Level of Service A	
Analysis Period (min) 15			



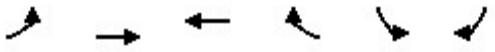
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	598	0	0	554	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	598	0	0	554	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	610	530	0	0	0
Future Volume (vph)	0	610	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	663	576	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	663	576	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.9%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	520	725	0	0	0
Future Volume (vph)	0	520	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	712	993	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	712	993	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

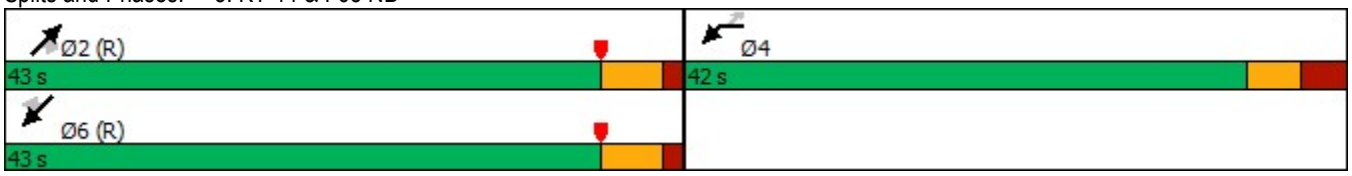
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 51.4%		ICU Level of Service A	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Future Volume (vph)	0	0	0	265	0	280	0	495	505	0	610	380
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						158			582			653
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	158%	158%	158%	121%	106%	158%	123%	158%
Adj. Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	305	0	481	0	651	582	0	816	653
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				26.5		26.5		46.7	46.7		46.7	46.7
Actuated g/C Ratio				0.31		0.31		0.55	0.55		0.55	0.55
v/c Ratio				0.55		0.80		0.34	0.51		0.42	0.56
Control Delay				26.9		27.1		7.2	1.7		13.5	3.4
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				26.9		27.1		7.2	1.7		13.5	3.4
LOS				C		C		A	A		B	A
Approach Delay					27.0			4.6			9.0	
Approach LOS					C			A			A	

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 31 (36%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 55			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.80			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 53.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: KY 44 & I-65 NB



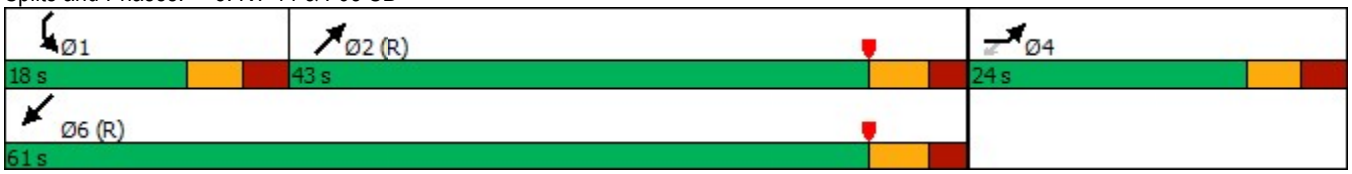


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Future Volume (vph)	145	0	360	0	0	0	855	160	195	680	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.976				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3454	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			391				32				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	126%
Adj. Flow (vph)	249	0	415	0	0	0	985	184	335	783	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	249	0	415	0	0	0	1169	0	335	783	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	24.0		24.0				43.0		18.0	61.0	
Total Split (%)	28.2%		28.2%				50.6%		21.2%	71.8%	
Maximum Green (s)	17.5		17.5				36.6		11.5	54.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	16.8		16.8				37.4		11.4	55.3	
Actuated g/C Ratio	0.20		0.20				0.44		0.13	0.65	
v/c Ratio	0.71		0.48				0.76		0.73	0.34	
Control Delay	44.2		6.2				25.4		47.5	10.0	
Queue Delay	0.0		0.0				0.0		0.0	0.0	
Total Delay	44.2		6.2				25.4		47.5	10.0	
LOS	D		A				C		D	A	
Approach Delay	20.5						25.4			21.2	
Approach LOS	C						C			C	

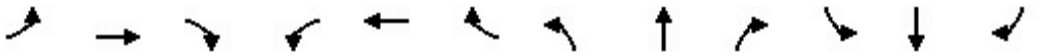
Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 11 (13%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 70			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 22.7		Intersection LOS: C	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Future Volume (vph)	0	0	5	60	0	10	5	700	70	0	925	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.984			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3483	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	132%	158%	158%	135%	158%
Adj. Flow (vph)	0	0	9	103	0	17	9	1004	120	0	1357	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	103	17	9	1124	0	0	1366	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.4%		ICU Level of Service A	
Analysis Period (min) 15			

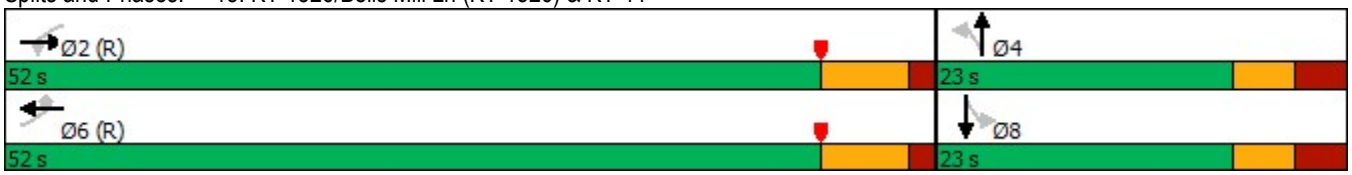


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Future Volume (vph)	35	395	0	0	610	345	0	0	0	145	0	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.225									0.757		
Satd. Flow (perm)	419	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						473					179	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	541	0	0	835	473	0	0	0	199	0	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	541	0	0	835	473	0	0	0	199	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	52.0	52.0		52.0	52.0	52.0	23.0	23.0		23.0	23.0	
Total Split (%)	69.3%	69.3%		69.3%	69.3%	69.3%	30.7%	30.7%		30.7%	30.7%	
Maximum Green (s)	45.5	45.5		45.5	45.5	45.5	16.5	16.5		16.5	16.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	47.7	47.7			47.7	47.7				14.3	14.3	
Actuated g/C Ratio	0.64	0.64			0.64	0.64				0.19	0.19	
v/c Ratio	0.18	0.46			0.70	0.40				0.74	0.11	
Control Delay	8.5	9.0			13.2	1.8				45.7	0.5	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	8.5	9.0			13.2	1.8				45.7	0.5	
LOS	A	A			B	A				D	A	
Approach Delay		9.0			9.0						36.9	
Approach LOS		A			A						D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 75			
Actuated Cycle Length: 75			
Offset: 65 (87%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 62.7%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

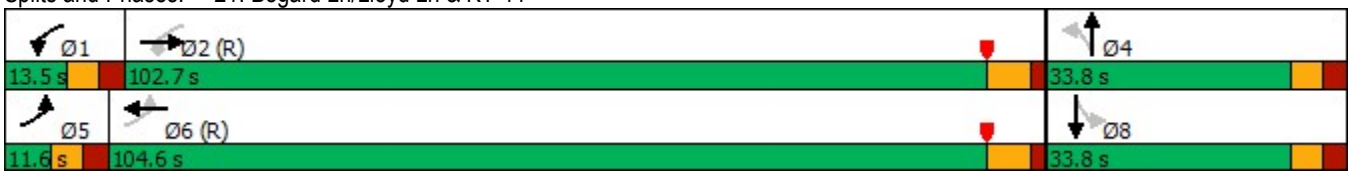


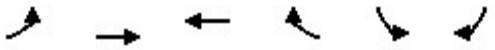
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Future Volume (vph)	10	455	70	85	840	35	60	25	25	50	25	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.994			0.925			0.940	
Flt Protected	0.950			0.950			0.950				0.982	
Satd. Flow (prot)	1770	1863	1583	1770	1852	0	1770	1723	0	0	1719	0
Flt Permitted	0.067			0.350			0.479				0.850	
Satd. Flow (perm)	125	1863	1583	652	1852	0	892	1723	0	0	1488	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			96		3			29			24	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	14	623	96	116	1150	48	82	34	34	68	34	82
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	623	96	116	1198	0	82	68	0	0	184	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	102.7	102.7	13.5	104.6		33.8	33.8		33.8	33.8	
Total Split (%)	7.7%	68.5%	68.5%	9.0%	69.7%		22.5%	22.5%		22.5%	22.5%	
Maximum Green (s)	5.1	96.1	96.1	7.0	98.0		27.3	27.3		27.3	27.3	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	113.4	102.0	102.0	109.5	111.1		21.0	21.0			21.0	
Actuated g/C Ratio	0.76	0.68	0.68	0.73	0.74		0.14	0.14			0.14	
v/c Ratio	0.09	0.49	0.09	0.22	0.87		0.66	0.26			0.81	
Control Delay	5.2	12.5	1.5	5.9	25.5		84.2	35.6			78.8	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	5.2	12.5	1.5	5.9	25.5		84.2	35.6			78.8	
LOS	A	B	A	A	C		F	D			E	
Approach Delay		10.9			23.8			62.2			78.8	
Approach LOS		B			C			E			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 95 (63%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.87			
Intersection Signal Delay: 26.5		Intersection LOS: C	
Intersection Capacity Utilization 95.3%		ICU Level of Service F	
Analysis Period (min) 15			

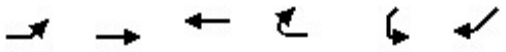
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





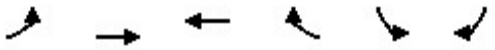
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	35	455	800	10	30	110
Future Volume (vph)	35	455	800	10	30	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.998			0.850
Flt Protected		0.996			0.950	
Satd. Flow (prot)	0	1855	1859	0	1770	1583
Flt Permitted		0.996			0.950	
Satd. Flow (perm)	0	1855	1859	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	623	1096	14	41	151
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	671	1110	0	41	151
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 76.5%		ICU Level of Service D	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	70	475	600	5	5	130
Future Volume (vph)	70	475	600	5	5	130
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.870	
Flt Protected		0.994			0.998	
Satd. Flow (prot)	0	1852	1861	0	1617	0
Flt Permitted		0.994			0.998	
Satd. Flow (perm)	0	1852	1861	0	1617	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	96	651	822	7	7	178
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	747	829	0	185	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 97.0%		ICU Level of Service F	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	660	865	0	0	0
Future Volume (vph)	0	660	865	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1133	1486	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1133	1486	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

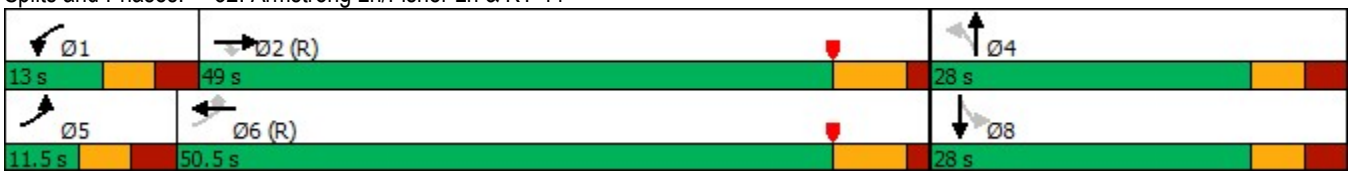
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 41.1%		ICU Level of Service A	
Analysis Period (min) 15			

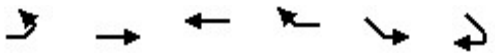
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Future Volume (vph)	10	475	35	85	450	30	85	10	240	10	10	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.855			0.925	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1593	0	1770	1723	0
Flt Permitted	0.336			0.950			0.739			0.265		
Satd. Flow (perm)	626	1863	1583	3433	1863	1583	1377	1593	0	494	1723	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			121			121		274			14	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	126%	126%	126%	158%	126%	158%	126%	126%	158%	158%	126%	126%
Adj. Flow (vph)	14	651	48	146	616	52	116	14	412	17	14	14
Shared Lane Traffic (%)												
Lane Group Flow (vph)	14	651	48	146	616	52	116	426	0	17	28	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2			6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.5	49.0	49.0	13.0	50.5	50.5	28.0	28.0		28.0	28.0	
Total Split (%)	12.8%	54.4%	54.4%	14.4%	56.1%	56.1%	31.1%	31.1%		31.1%	31.1%	
Maximum Green (s)	5.0	42.4	42.4	6.5	43.9	43.9	21.5	21.5		21.5	21.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	60.6	47.6	47.6	7.6	59.5	59.5	15.1	15.1		13.8	13.8	
Actuated g/C Ratio	0.67	0.53	0.53	0.08	0.66	0.66	0.17	0.17		0.15	0.15	
v/c Ratio	0.03	0.66	0.05	0.50	0.50	0.05	0.50	0.86		0.23	0.10	
Control Delay	6.4	20.9	0.1	45.9	11.8	0.1	40.0	30.0		36.6	19.2	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	6.4	20.9	0.1	45.9	11.8	0.1	40.0	30.0		36.6	19.2	
LOS	A	C	A	D	B	A	D	C		D	B	
Approach Delay		19.2			17.2			32.1			25.7	
Approach LOS		B			B			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 90			
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBWB, Start of Yellow			
Natural Cycle: 65			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.86			
Intersection Signal Delay: 21.9		Intersection LOS: C	
Intersection Capacity Utilization 76.1%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	570	800	0	0	0
Future Volume (vph)	0	570	800	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	979	1374	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	979	1374	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

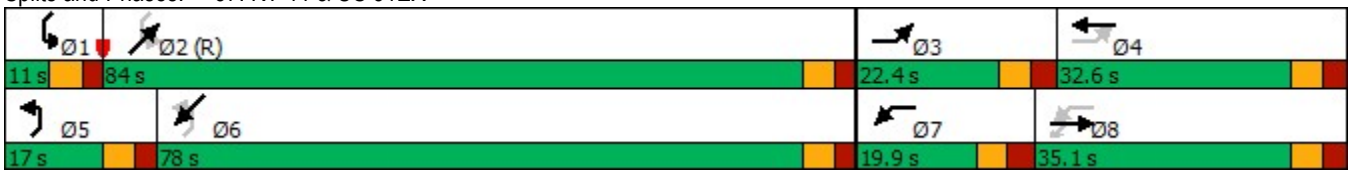
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 69.9%		ICU Level of Service C	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Future Volume (vph)	160	30	65	30	20	20	110	645	45	25	470	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.925			0.992			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1723	0	1770	1848	0	1770	1848	0
Flt Permitted	0.722			0.730			0.281			0.041		
Satd. Flow (perm)	1345	1863	1583	1360	1723	0	523	1848	0	76	1848	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			113		27			3			2	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	158%	126%	126%	126%	126%
Adj. Flow (vph)	219	41	89	41	27	27	151	1108	62	34	644	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	219	41	89	41	54	0	151	1170	0	34	678	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4		8	8			6			2		
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.5	33.5	33.5	11.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	22.4	35.1	35.1	19.9	32.6		17.0	84.0		11.0	78.0	
Total Split (%)	14.9%	23.4%	23.4%	13.3%	21.7%		11.3%	56.0%		7.3%	52.0%	
Maximum Green (s)	15.9	28.6	28.6	13.4	26.1		11.0	78.0		5.0	72.0	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		20.0	20.0		19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	22.9	15.8	15.8	22.9	8.1		103.4	99.3		104.6	93.9	
Actuated g/C Ratio	0.15	0.11	0.11	0.15	0.05		0.69	0.66		0.70	0.63	
v/c Ratio	0.88	0.21	0.33	0.18	0.45		0.34	0.96		0.27	0.59	
Control Delay	88.8	64.2	8.1	49.9	50.5		9.2	42.9		18.7	40.6	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	88.8	64.2	8.1	49.9	50.5		9.2	42.9		18.7	40.6	
LOS	F	E	A	D	D		A	D		B	D	
Approach Delay		65.4			50.2			39.0			39.6	
Approach LOS		E			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:NESW, Start of Green			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.96			
Intersection Signal Delay: 43.3		Intersection LOS: D	
Intersection Capacity Utilization 94.5%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	90	175	650	350	60
Future Volume (vph)	30	90	175	650	350	60
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.980	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1825	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1825	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	158%	158%	158%
Adj. Flow (vph)	41	123	240	1116	601	103
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	123	240	1116	704	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 64.1%		ICU Level of Service C	
Analysis Period (min) 15			

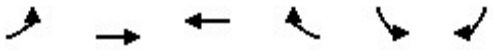
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Future Volume (vph)	330	300	50	20	195	190	60	270	30	130	210	185
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.979				0.850		0.980				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1824	0	1770	1863	1583	1770	3468	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1824	0	1770	1863	1583	1770	3468	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				274		11				253
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	176%	176%	126%	126%	176%	176%	126%	126%
Adj. Flow (vph)	567	515	86	38	373	363	82	370	57	249	288	253
Shared Lane Traffic (%)												
Lane Group Flow (vph)	567	601	0	38	373	363	82	427	0	249	288	253
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	34.0	74.0		15.3	55.3	55.3	20.0	41.7		19.0	40.7	40.7
Total Split (%)	22.7%	49.3%		10.2%	36.9%	36.9%	13.3%	27.8%		12.7%	27.1%	27.1%
Maximum Green (s)	27.5	66.7		8.8	48.0	48.0	13.5	34.4		12.5	33.4	33.4
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	26.9	59.0		7.8	37.5	37.5	11.6	42.8		15.2	46.4	46.4
Actuated g/C Ratio	0.18	0.39		0.05	0.25	0.25	0.08	0.29		0.10	0.31	0.31
v/c Ratio	0.92	0.83		0.42	0.80	0.60	0.60	0.43		0.72	0.26	0.38
Control Delay	80.7	42.5		82.2	65.4	15.7	84.8	45.9		77.0	42.3	6.9
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	80.7	42.5		82.2	65.4	15.7	84.8	45.9		77.0	42.3	6.9
LOS	F	D		F	E	B	F	D		E	D	A
Approach Delay		61.0			42.9			52.2			41.9	
Approach LOS		E			D			D			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 119 (79%), Referenced to phase 2:NBT and 6:SBT, Start of Green			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay: 50.7		Intersection LOS: D	
Intersection Capacity Utilization 75.9%		ICU Level of Service D	
Analysis Period (min) 15			

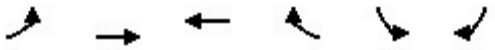
Splits and Phases: 42: US 31E & KY 44





Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	90	90	40	20	125
Future Volume (vph)	100	90	90	40	20	125
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.958		0.884	
Flt Protected		0.974			0.993	
Satd. Flow (prot)	0	1814	1785	0	1635	0
Flt Permitted		0.974			0.993	
Satd. Flow (perm)	0	1814	1785	0	1635	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	191	172	172	77	38	239
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	363	249	0	277	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 56.2%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	775	600	0	0	0
Future Volume (vph)	0	775	600	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	126%	158%	126%	126%
Adj. Flow (vph)	0	1331	822	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1331	822	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

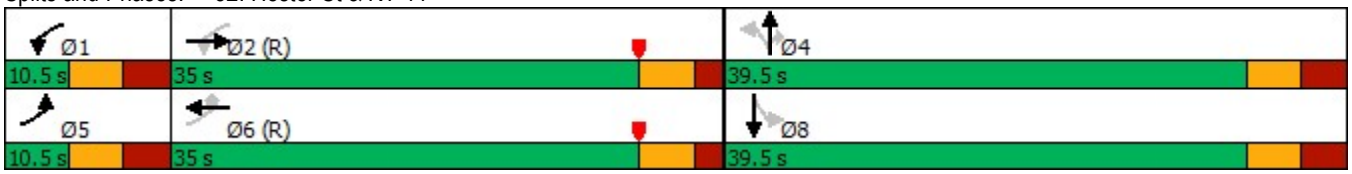
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

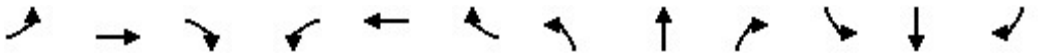
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Future Volume (vph)	0	592	7	25	464	0	0	0	24	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998							0.850			
Flt Protected				0.950								
Satd. Flow (prot)	1863	1859	0	1770	1863	1863	0	1863	1583	0	1863	0
Flt Permitted				0.309								
Satd. Flow (perm)	1863	1859	0	576	1863	1863	0	1863	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1							201			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	682	8	29	535	0	0	0	28	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	690	0	29	535	0	0	0	28	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm			Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	35.0		10.5	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.2%		12.4%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.6		4.0	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		64.2		63.0	68.9				11.4			
Actuated g/C Ratio		0.76		0.74	0.81				0.13			
v/c Ratio		0.49		0.06	0.35				0.07			
Control Delay		13.7		9.2	17.6				0.3			
Queue Delay		0.0		0.0	0.0				0.0			
Total Delay		13.7		9.2	17.6				0.3			
LOS		B		A	B				A			
Approach Delay		13.7			17.1			0.3				
Approach LOS		B			B			A				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 66 (78%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.49			
Intersection Signal Delay: 14.9		Intersection LOS: B	
Intersection Capacity Utilization 46.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44



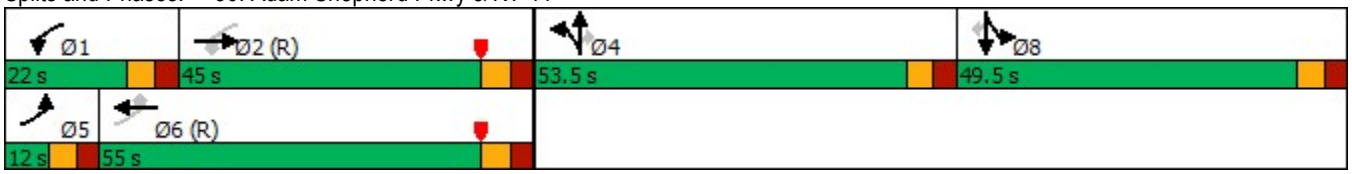


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Future Volume (vph)	45	556	15	150	440	450	18	19	166	293	11	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.437			0.351			0.950			0.950		
Satd. Flow (perm)	814	3539	1583	654	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			435			191			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	641	17	173	507	518	21	22	191	338	13	36
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	12.0	45.0	45.0	22.0	55.0	55.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.1%	26.5%	26.5%	12.9%	32.4%	32.4%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	5.5	38.1	38.1	15.5	48.1	48.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	104.2	87.3	87.3	102.9	97.9	97.9	15.5	15.5	15.5	25.6	25.6	25.6
Actuated g/C Ratio	0.61	0.51	0.51	0.61	0.58	0.58	0.09	0.09	0.09	0.15	0.15	0.15
v/c Ratio	0.10	0.35	0.02	0.35	0.25	0.47	0.13	0.13	0.60	0.66	0.05	0.10
Control Delay	21.9	34.0	0.1	20.2	22.9	10.1	65.4	65.3	14.9	73.2	56.8	0.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	21.9	34.0	0.1	20.2	22.9	10.2	65.4	65.3	14.9	73.2	56.8	0.5
LOS	C	C	A	C	C	B	E	E	B	E	E	A
Approach Delay		32.3			17.0			24.2			65.9	
Approach LOS		C			B			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 30 (18%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 165			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.66			
Intersection Signal Delay: 29.5		Intersection LOS: C	
Intersection Capacity Utilization 57.6%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	400	0	0	360
Future Volume (vph)	0	0	400	0	0	360
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	765	0	0	689
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	765	0	0	689
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.4%		ICU Level of Service A	
Analysis Period (min) 15			



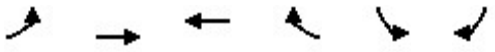
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	250	0	0	250	0	0
Future Volume (vph)	250	0	0	250	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	158%	176%	176%	158%	158%
Adj. Flow (vph)	478	0	0	478	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	478	0	0	478	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 26.5%		ICU Level of Service A	
Analysis Period (min) 15			



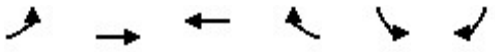
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	300	0	0	275	0	0
Future Volume (vph)	300	0	0	275	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	158%	158%
Adj. Flow (vph)	574	0	0	526	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	574	0	0	526	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	360	320	0	0	0
Future Volume (vph)	0	360	320	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	158%	158%
Adj. Flow (vph)	0	689	612	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	689	612	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 39.6%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	903	649	0	0	0
Future Volume (vph)	0	903	649	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		50	60		30	
Link Distance (ft)		2103	2578		250	
Travel Time (s)		28.7	29.3		5.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	0	1237	889	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1237	889	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

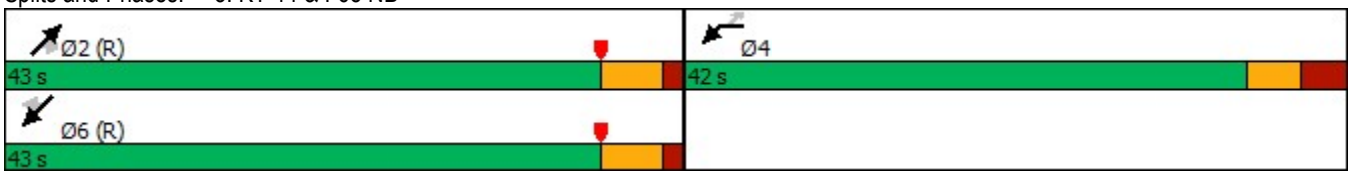
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Future Volume (vph)	0	0	0	475	0	300	0	935	375	0	785	240
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		200	0		500	0		200
Storage Lanes	0		0	1		1	0		1	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frt						0.850			0.850			0.850
Flt Protected				0.950								
Satd. Flow (prot)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted				0.950								
Satd. Flow (perm)	0	0	0	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						30			432			412
Link Speed (mph)		30			35			40			45	
Link Distance (ft)		484			1213			976			704	
Travel Time (s)		11.0			23.6			16.6			10.7	
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
Growth Factor	106%	106%	106%	106%	126%	126%	126%	124%	106%	158%	125%	158%
Adj. Flow (vph)	0	0	0	547	0	411	0	1260	432	0	1067	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	547	0	411	0	1260	432	0	1067	412
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors				1		0		0	1		0	1
Detector Template				Left					Right			Right
Leading Detector (ft)				20		0		0	20		0	20
Trailing Detector (ft)				0		0		0	0		0	0
Detector 1 Position(ft)				0		0		0	0		0	0
Detector 1 Size(ft)				20		20		6	20		6	20
Detector 1 Type				Cl+Ex		Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Queue (s)				0.0		0.0		0.0	0.0		0.0	0.0
Detector 1 Delay (s)				0.0		0.0		0.0	0.0		0.0	0.0
Turn Type				Prot		Perm		NA	Perm		NA	Perm
Protected Phases				4				2			6	
Permitted Phases						4			2			6
Detector Phase				4		4		2	2		6	6
Switch Phase												
Minimum Initial (s)				8.0		8.0		20.0	20.0		20.0	20.0
Minimum Split (s)				24.5		24.5		25.3	25.3		25.3	25.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)				42.0		42.0		43.0	43.0		43.0	43.0
Total Split (%)				49.4%		49.4%		50.6%	50.6%		50.6%	50.6%
Maximum Green (s)				35.5		35.5		37.7	37.7		37.7	37.7
Yellow Time (s)				3.5		3.5		3.9	3.9		3.9	3.9
All-Red Time (s)				3.0		3.0		1.4	1.4		1.4	1.4
Lost Time Adjust (s)				0.0		0.0		0.0	0.0		0.0	0.0
Total Lost Time (s)				6.5		6.5		5.3	5.3		5.3	5.3
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)				4.5		4.5		5.0	5.0		5.0	5.0
Recall Mode				None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)				32.0		32.0		41.2	41.2		41.2	41.2
Actuated g/C Ratio				0.38		0.38		0.48	0.48		0.48	0.48
v/c Ratio				0.82		0.67		0.74	0.44		0.62	0.42
Control Delay				34.6		25.7		14.7	2.4		19.0	3.1
Queue Delay				0.0		0.0		0.0	0.0		0.0	0.0
Total Delay				34.6		25.7		14.7	2.4		19.0	3.1
LOS				C		C		B	A		B	A
Approach Delay					30.8			11.5			14.6	
Approach LOS					C			B			B	

Intersection Summary

Area Type: Other
Cycle Length: 85
Actuated Cycle Length: 85
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow
Natural Cycle: 60
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.82
Intersection Signal Delay: 17.1 Intersection LOS: B
Intersection Capacity Utilization 67.7% ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: KY 44 & I-65 NB

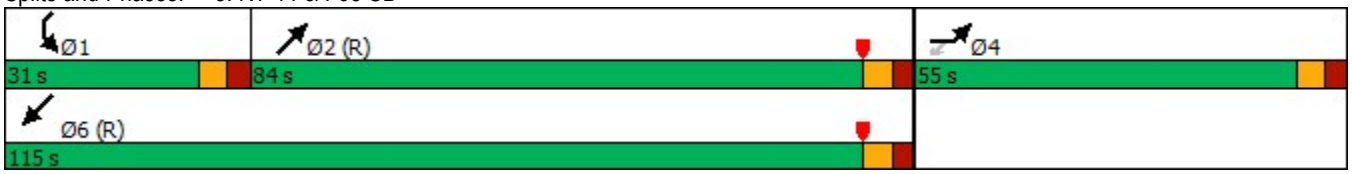


Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations											
Traffic Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Future Volume (vph)	325	0	685	0	0	0	985	360	280	980	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0	0		0	0	0		300	250		0
Storage Lanes	1	2		0	0	0		0	2		0
Taper Length (ft)	25			25		25			50		
Lane Util. Factor	1.00	1.00	0.88	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt			0.850				0.960				
Flt Protected	0.950								0.950		
Satd. Flow (prot)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Flt Permitted	0.950								0.950		
Satd. Flow (perm)	1770	0	2787	0	0	0	3398	0	3433	3539	0
Right Turn on Red			Yes		Yes			Yes			Yes
Satd. Flow (RTOR)			185				40				
Link Speed (mph)	35			30			30			45	
Link Distance (ft)	2668			361			816			976	
Travel Time (s)	52.0			8.2			18.5			14.8	
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
Growth Factor	158%	106%	106%	106%	106%	106%	106%	106%	158%	106%	126%
Adj. Flow (vph)	558	0	789	0	0	0	1135	415	481	1129	0
Shared Lane Traffic (%)											
Lane Group Flow (vph)	558	0	789	0	0	0	1550	0	481	1129	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Right	Right	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12			0			24			24	
Link Offset(ft)	0			0			0			0	
Crosswalk Width(ft)	16			16			16			16	
Two way Left Turn Lane											
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	9	15	9	15		9	15		9
Number of Detectors	1		1				0		1	0	
Detector Template											
Leading Detector (ft)	30		30				0		30	0	
Trailing Detector (ft)	0		0				0		0	0	
Detector 1 Position(ft)	0		0				0		0	0	
Detector 1 Size(ft)	30		30				6		30	6	
Detector 1 Type	Cl+Ex		Cl+Ex				Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel											
Detector 1 Extend (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Queue (s)	0.0		0.0				0.0		0.0	0.0	
Detector 1 Delay (s)	10.0		10.0				0.0		10.0	0.0	
Turn Type	Prot		Perm				NA		Prot	NA	
Protected Phases	4						2		1	6	
Permitted Phases			4								
Detector Phase	4		4				2		1	6	
Switch Phase											
Minimum Initial (s)	15.0		15.0				10.0		5.0	10.0	
Minimum Split (s)	22.5		22.5				22.5		11.5	42.4	

Lane Group	EBL	EBR	EBR2	NWL	NWR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	55.0		55.0				84.0		31.0	115.0	
Total Split (%)	32.4%		32.4%				49.4%		18.2%	67.6%	
Maximum Green (s)	48.5		48.5				77.6		24.5	108.6	
Yellow Time (s)	3.5		3.5				3.8		3.5	3.8	
All-Red Time (s)	3.0		3.0				2.6		3.0	2.6	
Lost Time Adjust (s)	0.0		0.0				0.0		0.0	0.0	
Total Lost Time (s)	6.5		6.5				6.4		6.5	6.4	
Lead/Lag							Lag		Lead		
Lead-Lag Optimize?							Yes		Yes		
Vehicle Extension (s)	4.0		4.0				4.0		4.0	4.0	
Recall Mode	None		None				C-Max		None	C-Max	
Walk Time (s)										7.0	
Flash Dont Walk (s)										29.0	
Pedestrian Calls (#/hr)										5	
Act Effct Green (s)	48.5		48.5				77.6		24.5	108.6	
Actuated g/C Ratio	0.29		0.29				0.46		0.14	0.64	
v/c Ratio	1.11		0.85				0.99		0.97	0.50	
Control Delay	126.9		53.4				57.6		93.7	13.7	
Queue Delay	0.0		0.1				0.0		0.0	0.0	
Total Delay	126.9		53.5				57.6		93.7	13.8	
LOS	F		D				E		F	B	
Approach Delay	83.9						57.6			37.7	
Approach LOS	F						E			D	

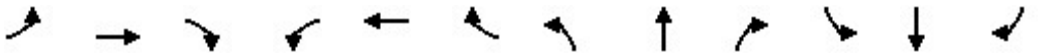
Intersection Summary			
Area Type:	Other		
Cycle Length: 170			
Actuated Cycle Length: 170			
Offset: 0 (0%), Referenced to phase 2:NET and 6:SWT, Start of Yellow			
Natural Cycle: 140			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.11			
Intersection Signal Delay: 58.3		Intersection LOS: E	
Intersection Capacity Utilization Err%		ICU Level of Service H	
Analysis Period (min) 15			

Splits and Phases: 8: KY 44 & I-65 SB



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Future Volume (vph)	0	0	5	35	0	5	20	1105	110	0	985	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		0	160		0	150		0
Storage Lanes	0		0	0		1	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.865				0.850		0.983			0.999	
Flt Protected					0.950		0.950					
Satd. Flow (prot)	0	1611	0	0	1770	1583	1770	3479	0	1863	3536	0
Flt Permitted					0.950		0.950					
Satd. Flow (perm)	0	1611	0	0	1770	1583	1770	3479	0	1863	3536	0
Link Speed (mph)		25			25			40			50	
Link Distance (ft)		368			981			704			433	
Travel Time (s)		10.0			26.8			12.0			5.9	
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
Growth Factor	158%	158%	158%	158%	158%	158%	158%	120%	158%	158%	132%	158%
Adj. Flow (vph)	0	0	9	60	0	9	34	1441	189	0	1413	9
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	9	0	0	60	9	34	1630	0	0	1422	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane											Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Stop			Stop			Free			Free	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			

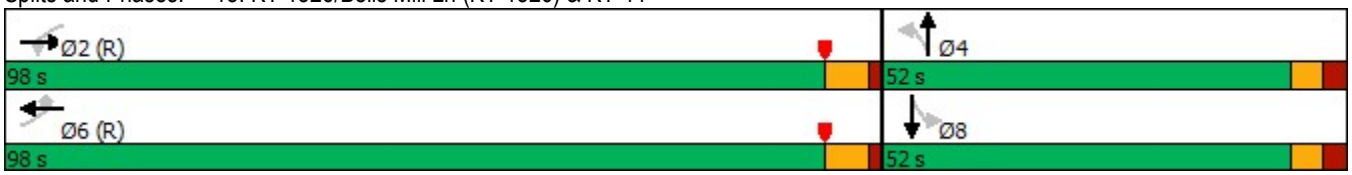


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Future Volume (vph)	50	780	0	0	505	155	0	0	0	300	0	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	330		0	75		315	0		0	0		225
Storage Lanes	1		0	1		1	0		0	1		1
Taper Length (ft)	50			50			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt						0.850					0.850	
Flt Protected	0.950									0.950		
Satd. Flow (prot)	1770	1863	0	1863	1863	1583	0	1863	0	1770	1583	0
Flt Permitted	0.273									0.757		
Satd. Flow (perm)	509	1863	0	1863	1863	1583	0	1863	0	1410	1583	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)						212					249	
Link Speed (mph)		50			55			25			45	
Link Distance (ft)		2221			3184			283			1175	
Travel Time (s)		30.3			39.5			7.7			17.8	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	68	1068	0	0	692	212	0	0	0	411	0	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	1068	0	0	692	212	0	0	0	411	68	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	0	1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400		30	400	0	20	30		30	30	
Trailing Detector (ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222		0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6		30	6	6	20	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.Pm	NA		D.Pm	NA	Perm				Perm	NA	
Protected Phases		2			6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6			2		6	4			8		
Detector Phase	6	2		2	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	30.0	30.0		30.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	36.5	36.5		36.5	36.5	36.5	11.5	11.5		11.5	11.5	
Total Split (s)	98.0	98.0		98.0	98.0	98.0	52.0	52.0		52.0	52.0	
Total Split (%)	65.3%	65.3%		65.3%	65.3%	65.3%	34.7%	34.7%		34.7%	34.7%	
Maximum Green (s)	91.5	91.5		91.5	91.5	91.5	45.5	45.5		45.5	45.5	
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5	1.5	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5		6.5	6.5	6.5		6.5		6.5	6.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	2.7	2.7		2.7	2.7	2.7	3.0	3.0		3.0	3.0	
Recall Mode	C-Max	C-Max		C-Max	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	92.2	92.2			92.2	92.2				44.8	44.8	
Actuated g/C Ratio	0.61	0.61			0.61	0.61				0.30	0.30	
v/c Ratio	0.22	0.93			0.60	0.20				0.98	0.11	
Control Delay	15.3	41.8			15.5	1.3				89.9	0.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	15.3	41.8			15.5	1.3				89.9	0.3	
LOS	B	D			B	A				F	A	
Approach Delay		40.2			12.2						77.2	
Approach LOS		D			B						E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 110			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.98			
Intersection Signal Delay: 37.2		Intersection LOS: D	
Intersection Capacity Utilization 84.1%		ICU Level of Service E	
Analysis Period (min) 15			

Splits and Phases: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

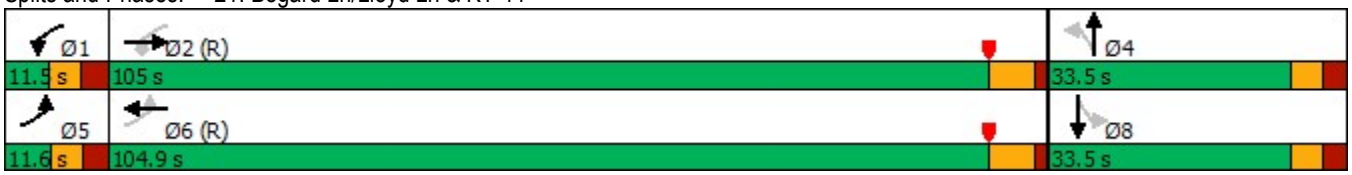


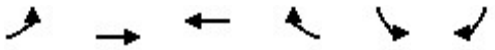
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Future Volume (vph)	35	945	95	60	585	50	35	10	60	35	10	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	250		250	240		0	0		110	0		0
Storage Lanes	1		1	1		0	1		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.988			0.872			0.941	
Flt Protected	0.950			0.950			0.950				0.979	
Satd. Flow (prot)	1770	1863	1583	1770	1840	0	1770	1624	0	0	1716	0
Flt Permitted	0.248			0.037			0.584				0.751	
Satd. Flow (perm)	462	1863	1583	69	1840	0	1088	1624	0	0	1316	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			77		6			82			23	
Link Speed (mph)		50			55			25			25	
Link Distance (ft)		3184			5690			500			786	
Travel Time (s)		43.4			70.5			13.6			21.4	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	48	1294	130	82	801	68	48	14	82	48	14	48
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	1294	130	82	869	0	48	96	0	0	110	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2		1	1		1	1	
Detector Template	Left			Left			Left			Left		
Leading Detector (ft)	30	400	0	30	400		30	30		20	30	
Trailing Detector (ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	22		0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6		30	30		20	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	D.P+P	NA		Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2	2			4			8		
Detector Phase	5	2	2	1	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6		33.5	33.5		11.5	11.5	
Total Split (s)	11.6	105.0	105.0	11.5	104.9		33.5	33.5		33.5	33.5	
Total Split (%)	7.7%	70.0%	70.0%	7.7%	69.9%		22.3%	22.3%		22.3%	22.3%	
Maximum Green (s)	5.1	98.4	98.4	5.0	98.3		27.0	27.0		27.0	27.0	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6		3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6		6.5	6.5			6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag							
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes							
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max		None	None		None	None	
Walk Time (s)		7.0	7.0				7.0	7.0				
Flash Dont Walk (s)		20.0	20.0				20.0	20.0				
Pedestrian Calls (#/hr)		0	0				0	0				
Act Effct Green (s)	117.2	107.1	107.1	115.9	111.9		14.6	14.6			14.6	
Actuated g/C Ratio	0.78	0.71	0.71	0.77	0.75		0.10	0.10			0.10	
v/c Ratio	0.12	0.97	0.11	0.54	0.63		0.46	0.42			0.74	
Control Delay	4.3	29.3	4.8	38.3	13.3		76.0	21.2			79.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0			0.0	
Total Delay	4.3	29.3	4.8	38.3	13.3		76.0	21.2			79.4	
LOS	A	C	A	D	B		E	C			E	
Approach Delay		26.3			15.4			39.5			79.4	
Approach LOS		C			B			D			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 0 (0%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.97			
Intersection Signal Delay: 25.3		Intersection LOS: C	
Intersection Capacity Utilization 86.2%		ICU Level of Service E	
Analysis Period (min) 15			

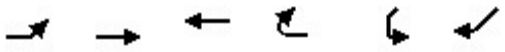
Splits and Phases: 21: Bogard Ln/Lloyd Ln & KY 44





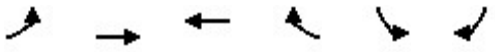
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	100	895	700	50	35	50
Future Volume (vph)	100	895	700	50	35	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0			0	0	130
Storage Lanes	0			0	1	1
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.991			0.850
Flt Protected		0.995			0.950	
Satd. Flow (prot)	0	1853	1846	0	1770	1583
Flt Permitted		0.995			0.950	
Satd. Flow (perm)	0	1853	1846	0	1770	1583
Link Speed (mph)		50	55		35	
Link Distance (ft)		5690	1553		1533	
Travel Time (s)		77.6	19.3		29.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	137	1226	959	68	48	68
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1363	1027	0	48	68
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization	129.9%	ICU Level of Service	H
Analysis Period (min)	15		



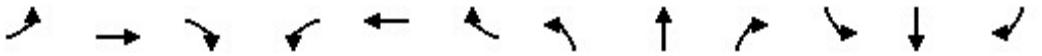
Lane Group	EBL	EBT	WBT	WBR	SWL	SWR
Lane Configurations						
Traffic Volume (vph)	180	785	600	5	5	210
Future Volume (vph)	180	785	600	5	5	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.999		0.868	
Flt Protected		0.991			0.999	
Satd. Flow (prot)	0	1846	1861	0	1615	0
Flt Permitted		0.991			0.999	
Satd. Flow (perm)	0	1846	1861	0	1615	0
Link Speed (mph)		50	55		35	
Link Distance (ft)		1553	2353		1423	
Travel Time (s)		21.2	29.2		27.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	126%	126%	126%
Adj. Flow (vph)	247	1075	822	7	7	288
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1322	829	0	295	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 131.5%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	1000	750	0	0	0
Future Volume (vph)	0	1000	750	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	3539	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	3539	0	0	1863
Link Speed (mph)		45	55		30	
Link Distance (ft)		1006	1960		231	
Travel Time (s)		15.2	24.3		5.3	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1717	1288	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1717	1288	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 47.0%		ICU Level of Service A	
Analysis Period (min) 15			



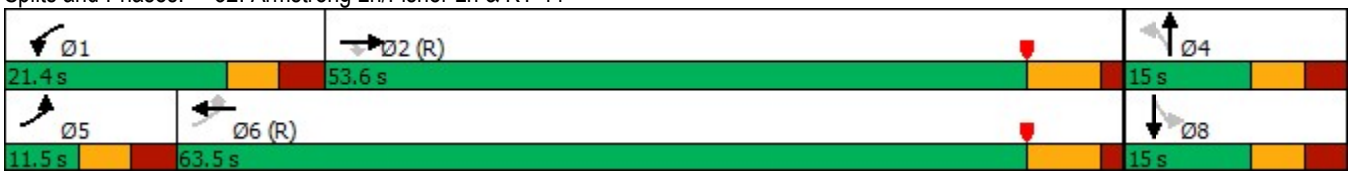
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Future Volume (vph)	35	670	85	310	645	110	50	10	165	40	10	25
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	220		230	300		235	175		0	100		0
Storage Lanes	1		1	2		0	1		0	1		0
Taper Length (ft)	50			50			50			50		
Lane Util. Factor	1.00	1.00	1.00	0.97	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.857			0.894	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	3433	1863	1583	1770	1596	0	1770	1665	0
Flt Permitted	0.203			0.950			0.726			0.471		
Satd. Flow (perm)	378	1863	1583	3433	1863	1583	1352	1596	0	877	1665	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			200			189		255			34	
Link Speed (mph)		50			50			35			35	
Link Distance (ft)		3452			3236			642			692	
Travel Time (s)		47.1			44.1			12.5			13.5	
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
Growth Factor	126%	126%	126%	158%	126%	158%	126%	126%	158%	158%	126%	126%
Adj. Flow (vph)	48	918	116	532	883	189	68	14	283	69	14	34
Shared Lane Traffic (%)												
Lane Group Flow (vph)	48	918	116	532	883	189	68	297	0	69	48	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	0	1	2	0	1	1		1	1	
Detector Template												
Leading Detector (ft)	30	400	0	30	400	0	30	30		30	30	
Trailing Detector (ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Position(ft)	0	222	0	0	222	0	0	0		0	0	
Detector 1 Size(ft)	30	6	20	30	6	20	30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	10.0	0.0	0.0	10.0	0.0	0.0	10.0	10.0		10.0	10.0	
Detector 2 Position(ft)		394			394							
Detector 2 Size(ft)		6			6							
Detector 2 Type		Cl+Ex			Cl+Ex							
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0							
Turn Type	D.P+P	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	5	2		1	6			4			8	

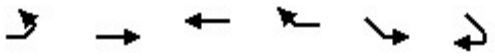
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	6		2			6	4			8		
Detector Phase	5	2	2	1	6	6	4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	30.0	30.0	5.0	30.0	30.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	11.5	36.6	36.6	11.5	36.6	36.6	11.5	11.5		11.5	11.5	
Total Split (s)	11.5	53.6	53.6	21.4	63.5	63.5	15.0	15.0		15.0	15.0	
Total Split (%)	12.8%	59.6%	59.6%	23.8%	70.6%	70.6%	16.7%	16.7%		16.7%	16.7%	
Maximum Green (s)	5.0	47.0	47.0	14.9	56.9	56.9	8.5	8.5		8.5	8.5	
Yellow Time (s)	3.5	5.0	5.0	3.5	5.0	5.0	3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	1.6	1.6	3.0	1.6	1.6	3.0	3.0		3.0	3.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.6	6.6	6.5	6.6	6.6	6.5	6.5		6.5	6.5	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	3.0	2.6	2.6	3.0	2.6	2.6	3.0	3.0		3.0	3.0	
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	
Act Effct Green (s)	64.6	47.0	47.0	14.9	61.5	61.5	8.5	8.5		8.5	8.5	
Actuated g/C Ratio	0.72	0.52	0.52	0.17	0.68	0.68	0.09	0.09		0.09	0.09	
v/c Ratio	0.14	0.94	0.13	0.94	0.69	0.17	0.54	0.78		0.84	0.26	
Control Delay	3.8	40.1	0.3	66.0	10.8	1.4	55.4	24.0		106.4	21.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	3.8	40.1	0.3	66.0	10.8	1.4	55.4	24.0		106.4	21.9	
LOS	A	D	A	E	B	A	E	C		F	C	
Approach Delay		34.2			28.0			29.9			71.7	
Approach LOS		C			C			C			E	

Intersection Summary

Area Type: Other
Cycle Length: 90
Actuated Cycle Length: 90
Offset: 0 (0%), Referenced to phase 2:EBT and 6:EBWB, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.94
Intersection Signal Delay: 31.9 Intersection LOS: C
Intersection Capacity Utilization 101.1% ICU Level of Service G
Analysis Period (min) 15

Splits and Phases: 32: Armstrong Ln/Fisher Ln & KY 44





Lane Group	EBL	EBT	WBT	WBR	SEL	SER
Lane Configurations						
Traffic Volume (vph)	0	920	680	0	0	0
Future Volume (vph)	0	920	680	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		50	55		30	
Link Distance (ft)		1960	2103		340	
Travel Time (s)		26.7	26.1		7.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	158%	158%	126%	126%
Adj. Flow (vph)	0	1580	1168	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1580	1168	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

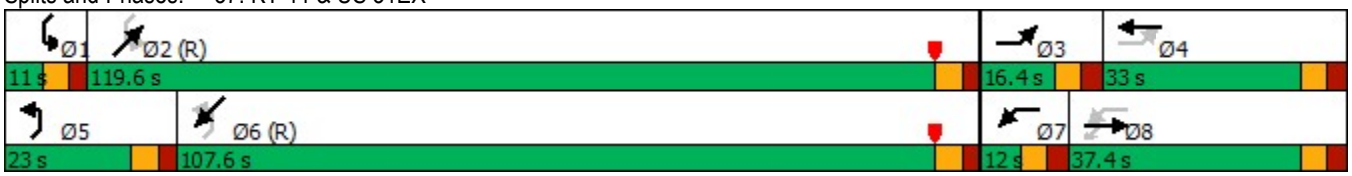
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 59.9%		ICU Level of Service B	
Analysis Period (min) 15			

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Future Volume (vph)	150	50	280	75	60	15	145	680	50	20	710	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		150	110		0	150		0	125		0
Storage Lanes	1		1	1		0	1		0	1		0
Taper Length (ft)	50			50			50			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850		0.969			0.992			0.996	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1863	1583	1770	1805	0	1770	1848	0	1770	1855	0
Flt Permitted	0.585			0.713			0.054			0.033		
Satd. Flow (perm)	1090	1863	1583	1328	1805	0	101	1848	0	61	1855	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			220		6			3			1	
Link Speed (mph)		40			40			45			35	
Link Distance (ft)		1367			983			2293			1440	
Travel Time (s)		23.3			16.8			34.7			28.1	
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
Growth Factor	126%	126%	126%	126%	126%	126%	126%	158%	126%	126%	126%	126%
Adj. Flow (vph)	205	68	383	103	82	21	199	1168	68	27	972	27
Shared Lane Traffic (%)												
Lane Group Flow (vph)	205	68	383	103	103	0	199	1236	0	27	999	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane								Yes			Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1	1	1	1		1	1		1	1	
Detector Template	Left		Right	Left			Left			Left		
Leading Detector (ft)	30	30	20	30	6		30	30		30	30	
Trailing Detector (ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Position(ft)	0	0	0	0	0		0	0		0	0	
Detector 1 Size(ft)	30	30	20	30	6		30	30		30	30	
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases	4		8	8			6			2		
Detector Phase	3	8	8	7	4		5	2		1	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0		5.0	30.0		5.0	30.0	
Minimum Split (s)	11.5	33.5	33.5	11.5	32.5		11.0	36.0		11.0	36.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Total Split (s)	16.4	37.4	37.4	12.0	33.0		23.0	119.6		11.0	107.6	
Total Split (%)	9.1%	20.8%	20.8%	6.7%	18.3%		12.8%	66.4%		6.1%	59.8%	
Maximum Green (s)	9.9	30.9	30.9	5.5	26.5		17.0	113.6		5.0	101.6	
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5		3.6	3.6		3.6	3.6	
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0		2.4	2.4		2.4	2.4	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.5	6.5	6.5	6.5	6.5		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	5.0		3.0	5.0	
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0	7.0		7.0			7.0			7.0	
Flash Dont Walk (s)		20.0	20.0		19.0			20.0			22.0	
Pedestrian Calls (#/hr)		0	0		0			0			0	
Act Effct Green (s)	30.6	25.1	25.1	30.6	20.7		124.4	121.1		125.6	105.6	
Actuated g/C Ratio	0.17	0.14	0.14	0.17	0.12		0.69	0.67		0.70	0.59	
v/c Ratio	0.92	0.26	0.93	0.43	0.49		0.82	0.99		0.29	0.92	
Control Delay	110.3	69.6	62.1	67.1	76.3		61.7	57.2		22.0	28.4	
Queue Delay	0.0	0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	110.3	69.6	62.1	67.1	76.3		61.7	57.2		22.0	28.4	
LOS	F	E	E	E	E		E	E		C	C	
Approach Delay		77.9			71.7			57.9			28.3	
Approach LOS		E			E			E			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NESW and 6:NESW, Start of Yellow			
Natural Cycle: 145			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay: 53.5		Intersection LOS: D	
Intersection Capacity Utilization 97.1%		ICU Level of Service F	
Analysis Period (min) 15			

Splits and Phases: 37: KY 44 & US 31EX





Lane Group	SBL	SBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Volume (vph)	30	135	135	710	585	80
Future Volume (vph)	30	135	135	710	585	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150	0	230			0
Storage Lanes	1	1	1			0
Taper Length (ft)	50		50			
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850			0.984	
Flt Protected	0.950		0.950			
Satd. Flow (prot)	1770	1583	1770	1863	1833	0
Flt Permitted	0.950		0.950			
Satd. Flow (perm)	1770	1583	1770	1863	1833	0
Link Speed (mph)	30			35	35	
Link Distance (ft)	711			1440	611	
Travel Time (s)	16.2			28.1	11.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	126%	126%	126%	158%	158%	158%
Adj. Flow (vph)	41	185	185	1219	1005	137
Shared Lane Traffic (%)						
Lane Group Flow (vph)	41	185	185	1219	1142	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	24	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane				Yes	Yes	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9	15			9
Sign Control	Stop			Free	Free	

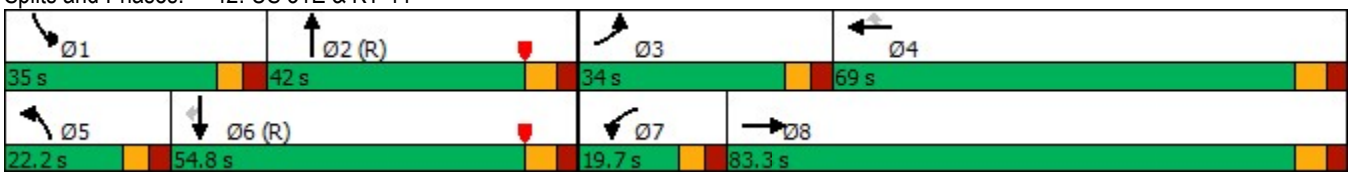
Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 79.1%		ICU Level of Service D	
Analysis Period (min) 15			

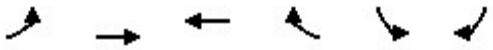
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Future Volume (vph)	320	350	70	60	350	180	85	300	40	300	530	260
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	315		0	165		450	220		0	350		605
Storage Lanes	2		0	1		1	1		0	2		1
Taper Length (ft)	150			25			50			50		
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.97	0.95	1.00
Frt		0.975				0.850		0.976				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	1816	0	1770	1863	1583	1770	3454	0	3433	3539	1583
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	1816	0	1770	1863	1583	1770	3454	0	3433	3539	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		7				297		11				314
Link Speed (mph)		35			45			55			55	
Link Distance (ft)		611			2076			1242			1724	
Travel Time (s)		11.9			31.5			15.4			21.4	
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
Growth Factor	158%	158%	158%	176%	176%	176%	126%	126%	176%	176%	126%	126%
Adj. Flow (vph)	550	601	120	115	670	344	116	411	77	574	726	356
Shared Lane Traffic (%)												
Lane Group Flow (vph)	550	721	0	115	670	344	116	488	0	574	726	356
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	1	1	0		1	0	0
Detector Template	Left			Left		Right	Left			Left		
Leading Detector (ft)	20	30		30	30	20	30	0		30	0	0
Trailing Detector (ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	30		30	30	20	30	30		30	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA		Prot	NA	Perm
Protected Phases	3	8		7	4		5	2		1	6	
Permitted Phases						4						6
Detector Phase	3	8		7	4	4	5	2		1	6	6
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0	10.0	5.0	15.0		5.0	15.0	15.0
Minimum Split (s)	11.5	54.3		11.5	55.3	55.3	11.5	40.3		11.5	37.3	37.3

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	34.0	83.3		19.7	69.0	69.0	22.2	42.0		35.0	54.8	54.8
Total Split (%)	18.9%	46.3%		10.9%	38.3%	38.3%	12.3%	23.3%		19.4%	30.4%	30.4%
Maximum Green (s)	27.5	76.0		13.2	61.7	61.7	15.7	34.7		28.5	47.5	47.5
Yellow Time (s)	3.5	4.3		3.5	4.3	4.3	3.5	4.3		3.5	4.3	4.3
All-Red Time (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.5	7.3		6.5	7.3	7.3	6.5	7.3		6.5	7.3	7.3
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	4.0		3.0	4.0	4.0	3.0	2.5		3.0	2.5	2.5
Recall Mode	None	None		None	None	None	None	C-Max		None	C-Max	C-Max
Walk Time (s)		7.0			7.0	7.0		7.0			7.0	7.0
Flash Dont Walk (s)		40.0			41.0	41.0		26.0			23.0	23.0
Pedestrian Calls (#/hr)		0			0	0		0			0	0
Act Effct Green (s)	27.5	76.0		13.2	61.7	61.7	14.8	34.7		28.5	48.4	48.4
Actuated g/C Ratio	0.15	0.42		0.07	0.34	0.34	0.08	0.19		0.16	0.27	0.27
v/c Ratio	1.05	0.94		0.89	1.05	0.47	0.80	0.72		1.06	0.76	0.54
Control Delay	99.5	72.8		134.8	104.9	9.4	116.0	73.6		124.2	66.9	11.6
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	99.5	72.8		134.8	104.9	9.4	116.0	73.6		124.2	66.9	11.6
LOS	F	E		F	F	A	F	E		F	E	B
Approach Delay		84.4			78.8			81.7			74.9	
Approach LOS		F			E			F			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 180			
Actuated Cycle Length: 180			
Offset: 0 (0%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow			
Natural Cycle: 150			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 1.06			
Intersection Signal Delay: 79.3		Intersection LOS: E	
Intersection Capacity Utilization 97.6%		ICU Level of Service F	
Analysis Period (min) 15			

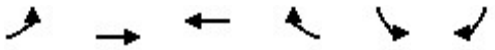
Splits and Phases: 42: US 31E & KY 44





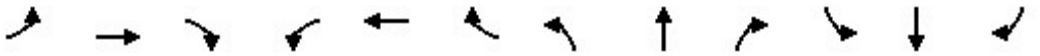
Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	220	285	160	30	50	325
Future Volume (vph)	220	285	160	30	50	325
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.979		0.883	
Flt Protected		0.979			0.993	
Satd. Flow (prot)	0	1824	1824	0	1633	0
Flt Permitted		0.979			0.993	
Satd. Flow (perm)	0	1824	1824	0	1633	0
Link Speed (mph)		50	60		45	
Link Distance (ft)		2557	2708		883	
Travel Time (s)		34.9	30.8		13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	421	545	306	57	96	622
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	966	363	0	718	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		12	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 116.0%		ICU Level of Service H	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	875	1065	0	0	0
Future Volume (vph)	0	875	1065	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	3539	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	3539	1863	0	0	1863
Link Speed (mph)		45	40		30	
Link Distance (ft)		1722	2293		348	
Travel Time (s)		26.1	39.1		7.9	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	158%	158%	126%	126%	126%	126%
Adj. Flow (vph)	0	1503	1459	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1503	1459	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

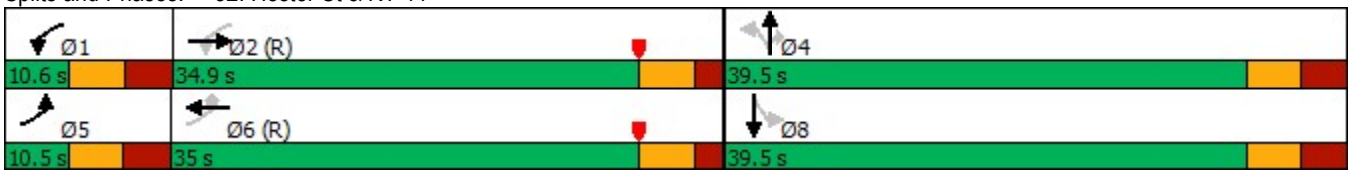


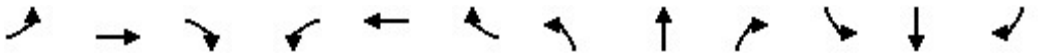
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Future Volume (vph)	0	539	44	96	650	0	27	0	71	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	105		0	80		0	0		80	0		0
Storage Lanes	1		0	1		1	0		1	0		0
Taper Length (ft)	50			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.989							0.850			
Flt Protected				0.950				0.950				
Satd. Flow (prot)	1863	1842	0	1770	1863	1863	0	1770	1583	0	1863	0
Flt Permitted				0.281				0.757				
Satd. Flow (perm)	1863	1842	0	523	1863	1863	0	1410	1583	0	1863	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5							114			
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		1898			621			665			652	
Travel Time (s)		43.1			12.1			15.1			14.8	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	0	621	51	111	749	0	31	0	82	0	0	0
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	672	0	111	749	0	0	31	82	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes			Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1	0	1	1	1	1	1	
Detector Template							Left			Left		
Leading Detector (ft)	30	30		30	30	0	20	30	30	20	30	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	30	30		30	30	20	20	30	30	20	30	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	5.0	0.0		5.0	0.0	0.0	0.0	5.0	5.0	0.0	5.0	
Turn Type	D.P+P	NA		D.P+P	NA	Perm	Perm	NA	Perm			
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6			2		6	4		4	8		
Detector Phase	5	2		1	6	6	4	4	4	8	8	
Switch Phase												
Minimum Initial (s)	4.0	20.0		4.0	20.0	20.0	4.0	4.0	4.0	4.0	4.0	
Minimum Split (s)	10.5	25.4		10.5	25.4	25.4	39.5	39.5	39.5	39.5	39.5	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	10.5	34.9		10.6	35.0	35.0	39.5	39.5	39.5	39.5	39.5	
Total Split (%)	12.4%	41.1%		12.5%	41.2%	41.2%	46.5%	46.5%	46.5%	46.5%	46.5%	
Maximum Green (s)	4.0	29.5		4.1	29.6	29.6	33.0	33.0	33.0	33.0	33.0	
Yellow Time (s)	3.5	3.6		3.5	3.6	3.6	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	3.0	1.8		3.0	1.8	1.8	3.0	3.0	3.0	3.0	3.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	6.5	5.4		6.5	5.4	5.4		6.5	6.5		6.5	
Lead/Lag	Lead	Lag		Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes						
Vehicle Extension (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
Recall Mode	None	C-Max		None	C-Max	C-Max	None	None	None	None	None	
Walk Time (s)							7.0	7.0	7.0	7.0	7.0	
Flash Dont Walk (s)							26.0	26.0	26.0	26.0	26.0	
Pedestrian Calls (#/hr)							5	5	5	5	5	
Act Effct Green (s)		53.4		56.8	64.2			12.5	12.5			
Actuated g/C Ratio		0.63		0.67	0.76			0.15	0.15			
v/c Ratio		0.58		0.25	0.53			0.15	0.25			
Control Delay		18.4		9.2	18.6			28.7	3.6			
Queue Delay		0.0		0.0	0.0			0.0	0.0			
Total Delay		18.4		9.2	18.6			28.7	3.6			
LOS		B		A	B			C	A			
Approach Delay		18.4			17.4			10.5				
Approach LOS		B			B			B				

Intersection Summary			
Area Type:	Other		
Cycle Length: 85			
Actuated Cycle Length: 85			
Offset: 81 (95%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.58			
Intersection Signal Delay: 17.3		Intersection LOS: B	
Intersection Capacity Utilization 58.3%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 52: Hester St & KY 44





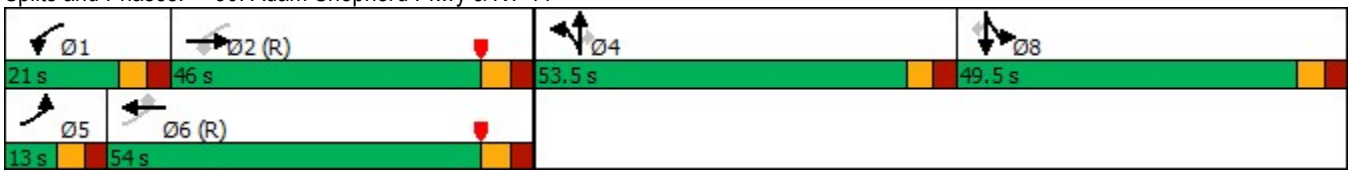
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Future Volume (vph)	109	495	43	250	700	715	19	51	220	630	47	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	100		90	165		165	65		0	300		125
Storage Lanes	1		1	1		1	1		1	2		1
Taper Length (ft)	50			50			50			100		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	0.97	1.00	1.00
Frt			0.850			0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1770	1863	1583	3433	1863	1583
Flt Permitted	0.218			0.290			0.950			0.950		
Satd. Flow (perm)	406	3539	1583	540	3539	1583	1770	1863	1583	3433	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			148			432			150			150
Link Speed (mph)		30			35			30			30	
Link Distance (ft)		621			816			836			937	
Travel Time (s)		14.1			15.9			19.0			21.3	
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
Growth Factor	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%	106%
Adj. Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Shared Lane Traffic (%)												
Lane Group Flow (vph)	126	570	50	288	807	824	22	59	253	726	54	109
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane		Yes						Yes				
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	0	0	1	0	0	1	1	1	1	1	1
Detector Template	Left			Left			Left		Right	Left		Right
Leading Detector (ft)	30	0	0	30	0	0	30	30	30	30	30	30
Trailing Detector (ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	30	6	20	30	6	20	30	30	30	30	30	30
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	Split	NA	Perm	Split	NA	Perm
Protected Phases	5	2		1	6		4	4		8	8	
Permitted Phases	6		2	2		6			4			8
Detector Phase	5	2	2	1	6	6	4	4	4	8	8	8
Switch Phase												
Minimum Initial (s)	5.0	20.0	20.0	5.0	20.0	20.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.5	43.9	43.9	11.5	45.9	45.9	53.5	53.5	53.5	49.5	49.5	49.5

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Total Split (s)	13.0	46.0	46.0	21.0	54.0	54.0	53.5	53.5	53.5	49.5	49.5	49.5
Total Split (%)	7.6%	27.1%	27.1%	12.4%	31.8%	31.8%	31.5%	31.5%	31.5%	29.1%	29.1%	29.1%
Maximum Green (s)	6.5	39.1	39.1	14.5	47.1	47.1	47.0	47.0	47.0	43.0	43.0	43.0
Yellow Time (s)	3.5	3.9	3.9	3.5	3.9	3.9	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.5	6.9	6.9	6.5	6.9	6.9	6.5	6.5	6.5	6.5	6.5	6.5
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Vehicle Extension (s)	4.0	3.0	3.0	4.0	3.0	3.0	3.5	3.5	3.5	3.5	3.5	3.5
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None	None	None	None	None
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
Flash Dont Walk (s)		30.0	30.0		32.0	32.0	40.0	40.0	40.0	36.0	36.0	36.0
Pedestrian Calls (#/hr)		5	5		5	5	5	5	5	5	5	5
Act Effct Green (s)	81.0	50.4	50.4	81.0	67.1	67.1	21.7	21.7	21.7	41.3	41.3	41.3
Actuated g/C Ratio	0.48	0.30	0.30	0.48	0.39	0.39	0.13	0.13	0.13	0.24	0.24	0.24
v/c Ratio	0.42	0.54	0.09	0.61	0.58	0.93	0.10	0.25	0.76	0.87	0.12	0.22
Control Delay	33.6	52.0	2.5	36.5	49.6	44.0	59.0	64.4	41.4	73.6	49.7	2.9
Queue Delay	0.0	1.5	0.0	0.0	0.0	3.1	0.0	0.0	0.1	0.0	0.0	0.0
Total Delay	33.6	53.5	2.5	36.5	49.6	47.1	59.0	64.4	41.5	73.6	49.7	2.9
LOS	C	D	A	D	D	D	E	E	D	E	D	A
Approach Delay		46.7			46.5			46.7			63.5	
Approach LOS		D			D			D			E	

Intersection Summary

Area Type: Other
Cycle Length: 170
Actuated Cycle Length: 170
Offset: 159 (94%), Referenced to phase 2:EBWB and 6:EBWB, Start of Yellow
Natural Cycle: 165
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.93
Intersection Signal Delay: 50.5 Intersection LOS: D
Intersection Capacity Utilization 74.1% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 56: Adam Shepherd Pkwy & KY 44





Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	0	0	600	0	0	530
Future Volume (vph)	0	0	600	0	0	530
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)	30		40			45
Link Distance (ft)	627		2076			1090
Travel Time (s)	14.3		35.4			16.5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	0	1148	0	0	1014
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	0	1148	0	0	1014
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	0		12			12
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane			Yes			Yes
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 58.9%		ICU Level of Service B	
Analysis Period (min) 15			



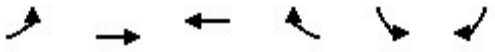
Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	505	0	0	485	0	0
Future Volume (vph)	505	0	0	485	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	50			55	30	
Link Distance (ft)	3381			2557	314	
Travel Time (s)	46.1			31.7	7.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	966	0	0	928	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	966	0	0	928	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 50.1%		ICU Level of Service A	
Analysis Period (min) 15			



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	550	0	0	510	0	0
Future Volume (vph)	550	0	0	510	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	1863	0	0	1863	0	1863
Flt Permitted						
Satd. Flow (perm)	1863	0	0	1863	0	1863
Link Speed (mph)	45			55	30	
Link Distance (ft)	1592			3381	720	
Travel Time (s)	24.1			41.9	16.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	1052	0	0	976	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1052	0	0	976	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Left	Left	Right
Median Width(ft)	12			12	0	
Link Offset(ft)	0			0	0	
Crosswalk Width(ft)	16			16	16	
Two way Left Turn Lane	Yes			Yes		
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)		9	15		15	9
Sign Control	Free			Free	Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	0	600	530	0	0	0
Future Volume (vph)	0	600	530	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt						
Flt Protected						
Satd. Flow (prot)	0	1863	1863	0	0	1863
Flt Permitted						
Satd. Flow (perm)	0	1863	1863	0	0	1863
Link Speed (mph)		40	50		30	
Link Distance (ft)		1090	1592		401	
Travel Time (s)		18.6	21.7		9.1	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	176%	176%	176%	176%	176%	176%
Adj. Flow (vph)	0	1148	1014	0	0	0
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	1148	1014	0	0	0
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Left	Left	Right	Left	Right
Median Width(ft)		12	12		0	
Link Offset(ft)		0	0		0	
Crosswalk Width(ft)		16	16		16	
Two way Left Turn Lane		Yes	Yes			
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15			9	15	9
Sign Control		Free	Free		Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 60.9%		ICU Level of Service B	
Analysis Period (min) 15			

Attachment D – SimTraffic Output Files

KY 44 Programming Study

Bullitt County, KY

December 8, 2022

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	2.7	4.6	3.7

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.2	0.0	0.0	0.5
Total Del/Veh (s)	17.5	8.5	7.8	10.3

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	15.1	24.8	12.5	18.2

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	17.1	59.4	6.3	1.1	6.0

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.1
Total Del/Veh (s)	10.5	17.3	29.9	16.6

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.0	0.2	0.2
Total Del/Veh (s)	14.5	29.9	53.1	68.8	29.7

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.4	0.3
Total Del/Veh (s)	19.8	5.2	43.6	14.1

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1
Total Del/Veh (s)	11.9	5.0	16.6	9.2

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	1.4	3.8	2.7

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	1.3	1.3	0.4
Total Del/Veh (s)	17.3	13.9	25.9	38.3	18.3

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	2.5	3.5	3.1

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	2.5	1.9	0.1	0.1	0.6
Total Del/Veh (s)	54.4	61.8	38.1	33.3	40.2

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	1.2	0.0	0.0	0.1
Total Del/Veh (s)	21.7	6.6	3.9	7.1

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.7	2.0	0.7
Total Del/Veh (s)	53.6	34.8	44.6	35.5	42.9

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	6.5	2.7	6.2	5.5

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.1	0.1	0.1
Total Del/Veh (s)	3.2	5.7	4.3

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	4.2	0.4
Total Del/Veh (s)	8.4	8.8	5.2	8.5

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.5	0.5	0.1
Total Del/Veh (s)	36.7	29.5	22.9	60.5	35.7

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.4	1.1	2.9

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.0	1.5	2.9

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	2.2	2.0	2.1

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.5	1.4	1.5

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	90.6

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	8.5	51.3	0.4	25
Adam Shepherd Pkwy	56	33.7	47.5	0.1	9
	8	29.8	48.2	0.2	12
I-65 NB	3	5.4	22.6	0.2	29
Lakeview Dr	11	4.2	16.2	0.1	30
	14	0.7	7.6	0.1	39
	2	0.8	11.1	0.1	41
High School	30	1.4	16.5	0.2	42
Lees Valley Rd	35	2.5	27.7	0.4	48
Hoot Owl Camp Rd	1	2.7	30.3	0.4	47
	51	3.8	39.0	0.5	45
	53	6.7	62.0	0.8	45
	59	9.0	77.4	1.0	45
	17	9.3	76.3	0.9	45
KY 1526	18	8.7	36.0	0.4	42
Bogard Ln	21	15.3	57.9	0.6	37
Bethel Church Rd	24	20.1	94.1	1.1	41
Greenbriar Rd	28	11.7	32.0	0.3	33
	27	4.4	36.3	0.4	44
Armstrong Ln	32	17.9	62.9	0.7	37
	31	7.8	51.4	0.6	43
	16	4.2	39.9	0.5	45
Louise Way	49	3.2	28.5	0.3	41
US 31EX	37	37.2	71.2	0.4	22
Oakbrooke Dr	40	5.1	33.1	0.3	30
US 31E	42	37.2	48.6	0.1	9
Bluegrass Way	61	5.3	40.7	0.4	35
Love Ave	67	1.5	19.4	0.2	38
Winning Colors Dr	65	2.2	25.6	0.3	42
Twin Eagles Pkwy	63	4.0	47.3	0.6	49
KY 1319	47	6.4	37.0	0.5	47
	45	3.4	36.7	0.5	50
Total		314.0	1332.6	13.6	37

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	0.8	34.6	0.6	59
KY 1319	47	3.5	33.9	0.5	54
Twin Eagles Pkwy	63	2.4	33.2	0.5	53
Winning Colors Dr	65	2.0	41.4	0.6	56
Love Ave	67	1.4	21.1	0.3	52
Bluegrass Way	61	1.1	17.4	0.2	43
US 31E	42	55.4	86.1	0.4	16
Oakbrooke Dr	40	6.1	18.3	0.1	23
US 31EX	37	34.3	60.3	0.3	16
Louise Way	49	6.8	46.3	0.4	34
	16	2.8	26.8	0.3	44
	31	4.0	39.7	0.5	45
Fisher Ln	32	13.1	55.1	0.6	40
	27	7.0	50.1	0.7	47
Greenbriar Rd	28	5.0	32.6	0.4	49
Bethel Church Rd	24	5.5	23.9	0.3	45
Lloyd Ln	21	30.5	97.9	1.1	40
Bells Mill Ln (KY 15	18	19.8	59.0	0.6	37
	17	6.3	31.8	0.4	48
	59	5.7	61.9	0.9	55
	53	7.0	64.5	1.0	54
	51	6.0	52.1	0.8	53
Hoot Owl Camp Rd	1	4.6	32.6	0.5	54
Lees Valley Rd	35	3.5	28.5	0.4	51
High School	30	3.8	27.3	0.4	49
	2	1.5	15.2	0.2	45
	14	1.2	10.5	0.1	44
Lakeview Dr	11	1.1	7.0	0.1	42
I-65 NB	3	8.8	19.7	0.1	24
I-65 SB	8	12.4	27.1	0.2	25
Adam Shepherd Pkwy	56	23.4	38.2	0.2	15
Hester St	52	6.5	19.2	0.1	22
Total		293.6	1213.5	13.8	41

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW	SW
Directions Served	L	R	T	T	T	T	R
Maximum Queue (ft)	296	224	132	87	161	140	2
Average Queue (ft)	149	14	59	15	65	54	0
95th Queue (ft)	242	108	111	51	133	113	2
Link Distance (ft)	1166		926	926	648	648	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		200					200
Storage Blk Time (%)	3					0	
Queuing Penalty (veh)	10					0	

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	NE	NE	SW	SW	SW
Directions Served	L	>	T	TR	L	T	T
Maximum Queue (ft)	211	246	422	516	162	208	162
Average Queue (ft)	101	58	152	244	91	74	64
95th Queue (ft)	171	188	328	443	151	154	132
Link Distance (ft)	2621	2621	714	714		926	926
Upstream Blk Time (%)			0	0			
Queuing Penalty (veh)			0	1			
Storage Bay Dist (ft)					115		
Storage Blk Time (%)					5	1	
Queuing Penalty (veh)					17	4	

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	SW
Directions Served	LTR	LT	R	L	TR
Maximum Queue (ft)	33	155	31	28	2
Average Queue (ft)	5	67	10	3	0
95th Queue (ft)	24	133	34	15	2
Link Distance (ft)	321	932	932		362
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Bend

Movement	SE	SE
Directions Served	T	
Maximum Queue (ft)	14	55
Average Queue (ft)	1	6
95th Queue (ft)	9	30
Link Distance (ft)	285	285
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	TR	T	R	L	TR
Maximum Queue (ft)	86	238	226	106	185	46
Average Queue (ft)	32	83	108	50	99	15
95th Queue (ft)	69	185	193	86	166	35
Link Distance (ft)		2154	3112		1126	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	330			315		225
Storage Blk Time (%)			10		0	
Queuing Penalty (veh)			45		0	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	45	308	101	264	611	167	143	290
Average Queue (ft)	11	122	17	70	312	68	46	149
95th Queue (ft)	35	248	72	198	592	138	107	255
Link Distance (ft)		3112			5622	452		753
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250		250	240			110	
Storage Blk Time (%)		1		0	10	6	1	
Queuing Penalty (veh)		1		0	10	4	1	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	SB	SB
Directions Served	LT	L	R
Maximum Queue (ft)	506	187	162
Average Queue (ft)	118	45	67
95th Queue (ft)	375	138	137
Link Distance (ft)	5622	1489	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			130
Storage Blk Time (%)		2	5
Queuing Penalty (veh)		3	2

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	SW
Directions Served	LT	LR
Maximum Queue (ft)	424	148
Average Queue (ft)	104	53
95th Queue (ft)	300	114
Link Distance (ft)	1494	1374
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	70	404	210	118	253	61	188	270	44	53
Average Queue (ft)	9	149	18	44	101	7	76	116	11	14
95th Queue (ft)	43	303	96	89	217	48	147	215	35	38
Link Distance (ft)		3391			3165			598		647
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	220		230	300		235	175		100	
Storage Blk Time (%)		2			0		0	3		0
Queuing Penalty (veh)		1			1		0	3		0

Intersection: 35: KY 44 & Lees Valley Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	154	369	96	112	200	845	143	616
Average Queue (ft)	130	165	34	46	98	407	28	352
95th Queue (ft)	176	326	77	95	214	779	89	572
Link Distance (ft)		1322		939		2232		1364
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	105		110		150		125	
Storage Blk Time (%)	32	7	1	1	0	24		26
Queuing Penalty (veh)	38	14	0	0	3	34		8

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	105	100	166	20	46
Average Queue (ft)	34	35	61	1	7
95th Queue (ft)	83	68	125	20	29
Link Distance (ft)		669		1364	518
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	1	0	0		
Queuing Penalty (veh)	1	0	0		

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	T
Maximum Queue (ft)	269	307	420	189	354	169	150	224	207	309	152	135
Average Queue (ft)	168	186	230	51	181	82	74	137	108	171	80	53
95th Queue (ft)	251	274	369	146	303	141	133	209	189	280	137	113
Link Distance (ft)			518		2011			1198	1198		1674	1674
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	315	315		165		450	220			350		
Storage Blk Time (%)	0	0	3	0	15			0		0		
Queuing Penalty (veh)	0	0	13	0	51			0		0		

Intersection: 42: US 31E & KY 44

Movement	SB
Directions Served	R
Maximum Queue (ft)	124
Average Queue (ft)	49
95th Queue (ft)	98
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	605
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	129	17	91
Average Queue (ft)	39	1	34
95th Queue (ft)	96	8	70
Link Distance (ft)	2514	2627	827
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	R
Maximum Queue (ft)	374	86	317	47
Average Queue (ft)	97	22	35	15
95th Queue (ft)	273	60	180	39
Link Distance (ft)	1861		532	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		80		80
Storage Blk Time (%)	8	1	3	0
Queuing Penalty (veh)	0	4	1	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	144	358	407	140	215	515	468	198	54	67	140	252
Average Queue (ft)	60	160	205	18	142	196	95	75	16	18	61	125
95th Queue (ft)	128	297	353	87	233	394	305	154	45	53	113	216
Link Distance (ft)		532	532			714	714			779	779	880
Upstream Blk Time (%)						0	0					
Queuing Penalty (veh)						0	1					
Storage Bay Dist (ft)	100			90	165			165	65			
Storage Blk Time (%)	3	22	35		10	10	1	0	1	2		
Queuing Penalty (veh)	8	11	6		23	16	5	1	0	0		

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	296	175
Average Queue (ft)	155	36
95th Queue (ft)	256	130
Link Distance (ft)	880	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		125
Storage Blk Time (%)	26	0
Queuing Penalty (veh)	9	0

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 350

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	3.4	4.7	3.9

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	176.9	0.0	0.0	54.2
Total Del/Veh (s)	129.7	23.2	151.2	89.0

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	360.2	0.0	0.5	116.7
Total Del/Veh (s)	558.1	51.7	206.8	224.7

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	110.0	46.6
Total Del/Veh (s)	331.1	647.5	12.7	71.0	52.3

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.2
Total Del/Veh (s)	22.3	18.9	54.1	27.6

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.8	0.2	0.2
Total Del/Veh (s)	26.0	16.8	42.3	52.9	24.7

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	18.1	0.9
Total Del/Veh (s)	47.2	4.4	750.3	63.4

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	1.1	0.0	77.9	10.4
Total Del/Veh (s)	41.4	4.6	343.2	63.3

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	8.4	3.6
Total Del/Veh (s)	1.5	46.1	20.7

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.1	2.2	0.2
Total Del/Veh (s)	23.4	18.8	37.2	115.7	26.3

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.6	0.2
Total Del/Veh (s)	3.0	12.2	6.8

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	81.7	2.1	0.0	1.1	19.6
Total Del/Veh (s)	252.7	75.2	132.1	151.6	161.6

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	102.2	0.0	0.0	11.3
Total Del/Veh (s)	231.1	8.5	22.7	36.8

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.7	2.0	1.0
Total Del/Veh (s)	59.9	57.6	69.7	103.1	79.1

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	311.8	115.7
Total Del/Veh (s)	14.6	4.4	230.9	81.5

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	10.6	6.4	8.2

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	9.2	0.0	3.1	4.7
Total Del/Veh (s)	57.7	13.6	22.5	35.7

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	22.7	0.0	0.5	55.4	21.1
Total Del/Veh (s)	112.7	135.1	50.0	153.3	125.4

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.0	1.6	3.5

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.9	2.7	3.9

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.7	3.5	3.1

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.0	2.3	2.1

Total Network Performance

Denied Del/Veh (s)	103.8
Total Del/Veh (s)	316.2

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	57.8	108.5	0.4	13
Adam Shepherd Pkwy	56	64.2	101.5	0.1	5
	8	62.3	80.0	0.2	7
I-65 NB	3	29.2	46.3	0.2	14
Lakeview Dr	11	10.6	22.5	0.1	21
	14	2.1	8.9	0.1	33
	2	1.1	11.4	0.1	40
High School	30	1.5	16.6	0.2	41
Lees Valley Rd	35	3.0	29.0	0.4	46
Hoot Owl Camp Rd	1	3.4	31.8	0.4	45
	51	4.4	39.5	0.5	44
	53	7.6	62.8	0.8	44
	59	9.9	78.5	1.0	44
	17	10.2	77.8	0.9	44
KY 1526	18	21.4	50.2	0.4	30
Bogard Ln	21	26.7	69.9	0.6	31
Bethel Church Rd	24	47.3	122.1	1.1	32
Greenbriar Rd	28	41.5	63.4	0.3	17
	27	6.5	38.5	0.4	42
Armstrong Ln	32	24.8	71.6	0.7	33
	31	8.9	52.9	0.6	42
	16	4.4	40.0	0.5	45
Louise Way	49	10.6	36.7	0.3	32
US 31EX	37	120.4	154.3	0.4	10
Oakbrooke Dr	40	6.5	34.5	0.3	28
US 31E	42	54.8	66.2	0.1	6
Bluegrass Way	61	5.9	40.4	0.4	35
Love Ave	67	2.0	20.4	0.2	37
Winning Colors Dr	65	2.7	26.3	0.3	41
Twin Eagles Pkwy	63	4.9	49.0	0.6	47
KY 1319	47	15.3	50.1	0.5	35
	45	5.2	38.5	0.5	48
Total		677.2	1740.1	13.6	29

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	1.0	35.1	0.6	58
KY 1319	47	5.1	35.7	0.5	52
Twin Eagles Pkwy	63	4.1	35.8	0.5	49
Winning Colors Dr	65	3.5	44.2	0.6	52
Love Ave	67	2.3	23.8	0.3	46
Bluegrass Way	61	1.6	17.9	0.2	42
US 31E	42	65.2	95.2	0.4	15
Oakbrooke Dr	40	16.6	28.5	0.1	15
US 31EX	37	150.6	178.8	0.3	6
Louise Way	49	8.2	47.1	0.4	33
	16	3.3	27.2	0.3	43
	31	4.5	40.2	0.5	44
Fisher Ln	32	13.3	57.1	0.6	39
	27	6.4	49.1	0.7	48
Greenbriar Rd	28	4.7	31.4	0.4	51
Bethel Church Rd	24	5.2	23.7	0.3	45
Lloyd Ln	21	15.5	82.5	1.1	47
Bells Mill Ln (KY 15	18	23.2	61.9	0.6	35
	17	7.5	33.1	0.4	46
	59	5.8	61.8	0.9	55
	53	7.2	65.3	1.0	53
	51	6.1	52.3	0.8	53
Hoot Owl Camp Rd	1	4.7	31.8	0.5	56
Lees Valley Rd	35	12.2	38.2	0.4	38
High School	30	46.1	77.2	0.4	19
	2	49.0	62.5	0.2	11
	14	51.8	60.9	0.1	8
Lakeview Dr	11	71.1	199.7	0.1	4
I-65 NB	3	181.5	192.0	0.1	3
I-65 SB	8	183.5	197.3	0.2	3
Adam Shepherd Pkwy	56	127.4	141.9	0.2	4
Hester St	52	10.1	22.2	0.1	19
Total		1098.1	2151.3	13.8	25

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement	WB
Directions Served	T
Maximum Queue (ft)	31
Average Queue (ft)	1
95th Queue (ft)	30
Link Distance (ft)	2533
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW	SW
Directions Served	L	R	T	T	T	T	R
Maximum Queue (ft)	1213	250	421	379	677	698	250
Average Queue (ft)	825	184	253	178	470	463	132
95th Queue (ft)	1533	364	421	348	872	894	338
Link Distance (ft)	1166		926	926	648	648	
Upstream Blk Time (%)	43				40	35	
Queuing Penalty (veh)	0				241	206	
Storage Bay Dist (ft)		200					200
Storage Blk Time (%)	52	1				52	0
Queuing Penalty (veh)	198	4				158	0

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	NE	NE	SW	SW	SW
Directions Served	L	>	T	TR	L	T	T
Maximum Queue (ft)	2660	2656	743	750	165	968	967
Average Queue (ft)	1963	2089	459	509	152	821	791
95th Queue (ft)	3567	3455	804	860	218	1217	1252
Link Distance (ft)	2621	2621	714	714		926	926
Upstream Blk Time (%)	55	58	3	6		42	29
Queuing Penalty (veh)	0	0	19	42		290	204
Storage Bay Dist (ft)					115		
Storage Blk Time (%)					43	55	
Queuing Penalty (veh)					222	196	

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE	NE	SW	SW	B14	B2
Directions Served	LTR	LT	R	L	T	TR	T	TR	T	T
Maximum Queue (ft)	57	600	60	44	242	64	440	448	707	823
Average Queue (ft)	13	227	18	8	12	2	218	227	305	283
95th Queue (ft)	49	569	116	32	131	63	540	559	848	961
Link Distance (ft)	321	932	932		648	648	362	362	618	945
Upstream Blk Time (%)					0		25	30	29	8
Queuing Penalty (veh)					0		120	144	274	73
Storage Bay Dist (ft)				160						
Storage Blk Time (%)							51			
Queuing Penalty (veh)							0			

Intersection: 15: Bend

Movement	SE	SE
Directions Served	T	
Maximum Queue (ft)	92	108
Average Queue (ft)	8	19
95th Queue (ft)	49	70
Link Distance (ft)	285	285
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	TR	T	R	L	TR
Maximum Queue (ft)	294	574	335	154	500	274
Average Queue (ft)	46	264	175	33	283	51
95th Queue (ft)	178	509	319	102	436	207
Link Distance (ft)		2154	3112		1126	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	330			315		225
Storage Blk Time (%)		5	17		22	
Queuing Penalty (veh)		3	34		14	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	175	654	275	152	300	120	127	187
Average Queue (ft)	25	258	44	43	114	36	51	83
95th Queue (ft)	95	538	184	101	255	90	102	153
Link Distance (ft)		3112			5622	452		753
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250		250	240			110	
Storage Blk Time (%)		7			1	1	1	
Queuing Penalty (veh)		11			1	1	1	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	1065	13	997	180
Average Queue (ft)	395	1	520	52
95th Queue (ft)	1000	7	1261	170
Link Distance (ft)	5622	1494	1489	
Upstream Blk Time (%)			4	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)			70	0
Queuing Penalty (veh)			44	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	WB	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	1063	6	1188
Average Queue (ft)	394	0	616
95th Queue (ft)	944	5	1482
Link Distance (ft)	1494	2276	1374
Upstream Blk Time (%)	0		19
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: KY 44 & High School

Movement	WB
Directions Served	T
Maximum Queue (ft)	1129
Average Queue (ft)	264
95th Queue (ft)	1227
Link Distance (ft)	1910
Upstream Blk Time (%)	2
Queuing Penalty (veh)	14
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	248	519	259	274	201	40	156	253	135	178
Average Queue (ft)	35	213	43	136	72	11	58	104	69	53
95th Queue (ft)	131	433	161	242	154	31	123	200	143	188
Link Distance (ft)		3391			3165			598		647
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	220		230	300		235	175		100	
Storage Blk Time (%)		8		0	0		0	4	21	0
Queuing Penalty (veh)		12		4	0		0	2	9	0

Intersection: 35: KY 44 & Lees Valley Rd

Movement	WB
Directions Served	T
Maximum Queue (ft)	369
Average Queue (ft)	54
95th Queue (ft)	484
Link Distance (ft)	2059
Upstream Blk Time (%)	0
Queuing Penalty (veh)	1
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	155	1359	159	244	200	1977	117	1381
Average Queue (ft)	130	1137	87	99	152	1136	18	1220
95th Queue (ft)	203	1617	159	195	243	2292	66	1703
Link Distance (ft)		1322		939		2232		1364
Upstream Blk Time (%)		42				1		13
Queuing Penalty (veh)		0				16		119
Storage Bay Dist (ft)	105		110		150		125	
Storage Blk Time (%)	24	73	14	12	24	31		52
Queuing Penalty (veh)	102	138	13	11	223	56		13

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	200	606	179	199	470
Average Queue (ft)	65	299	65	28	240
95th Queue (ft)	183	718	138	141	571
Link Distance (ft)		669		1364	518
Upstream Blk Time (%)		22			2
Queuing Penalty (veh)		0			22
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	2	47		0	
Queuing Penalty (veh)	3	18		1	

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	T	T
Maximum Queue (ft)	261	464	526	190	660	431	268	342	310	400	1388	1344
Average Queue (ft)	135	231	386	126	361	118	117	200	181	393	925	825
95th Queue (ft)	223	466	560	220	577	352	212	299	281	425	1623	1558
Link Distance (ft)			518		2011			1198	1198		1674	1674
Upstream Blk Time (%)			1								2	1
Queuing Penalty (veh)			13								0	0
Storage Bay Dist (ft)	315	315		165		450	220			350		
Storage Blk Time (%)		0	17	6	36		1	8		62	0	0
Queuing Penalty (veh)		0	67	45	135		2	9		207	0	1

Intersection: 42: US 31E & KY 44

Movement	SB
Directions Served	R
Maximum Queue (ft)	283
Average Queue (ft)	131
95th Queue (ft)	272
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	605
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	298	19	875
Average Queue (ft)	118	1	785
95th Queue (ft)	231	9	1041
Link Distance (ft)	2514	2627	827
Upstream Blk Time (%)			79
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	EB
Directions Served	T
Maximum Queue (ft)	231
Average Queue (ft)	63
95th Queue (ft)	380
Link Distance (ft)	1664
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	LT	R
Maximum Queue (ft)	896	103	376	103	88
Average Queue (ft)	352	49	74	24	38
95th Queue (ft)	1151	104	248	81	76
Link Distance (ft)	1861		532	615	
Upstream Blk Time (%)	4		0		
Queuing Penalty (veh)	0		0		
Storage Bay Dist (ft)		80			80
Storage Blk Time (%)	25	5	5	0	2
Queuing Penalty (veh)	0	32	5	0	1

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	527	529	140	215	743	804	215	110	189	304	895
Average Queue (ft)	139	382	290	46	206	679	712	107	26	67	128	581
95th Queue (ft)	177	605	550	145	234	863	989	256	73	149	250	1027
Link Distance (ft)		532	532			714	714			779	779	880
Upstream Blk Time (%)		14	1			32	61					16
Queuing Penalty (veh)		45	4			286	538					0
Storage Bay Dist (ft)	100			90	165			165	65			
Storage Blk Time (%)	73	26	47	0	72	17	4	10	4	24		
Queuing Penalty (veh)	192	30	21	0	268	45	31	36	2	5		

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB
Directions Served	LT	R
Maximum Queue (ft)	912	175
Average Queue (ft)	625	75
95th Queue (ft)	1039	205
Link Distance (ft)	880	
Upstream Blk Time (%)	27	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		125
Storage Blk Time (%)	66	0
Queuing Penalty (veh)	66	0

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 5362

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.6	3.0	2.4

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.3	0.0	0.0	0.5
Total Del/Veh (s)	17.2	8.5	8.5	10.5

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.7	26.2	18.1	21.5

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	21.1	368.3	6.9	1.5	21.0

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.1
Total Del/Veh (s)	9.5	17.2	33.1	16.4

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.1	0.2	0.2
Total Del/Veh (s)	15.1	19.6	28.2	30.9	19.7

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.3	0.2
Total Del/Veh (s)	8.7	2.5	25.0	6.9

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	4.4	3.0	15.3	4.9

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	2.7	1.8

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.4	1.5	0.4
Total Del/Veh (s)	15.1	12.1	22.7	34.5	16.0

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.4	2.4	1.9

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	2.6	1.8	0.0	0.0	0.5
Total Del/Veh (s)	80.2	48.3	18.0	12.3	27.4

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	1.4	0.0	0.0	0.1
Total Del/Veh (s)	44.9	6.5	4.3	9.1

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.6	1.9	0.7
Total Del/Veh (s)	45.9	36.3	48.1	40.1	42.7

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	4.7	2.8	6.4	4.7

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.0	3.5	2.7

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	4.2	0.4
Total Del/Veh (s)	7.9	9.4	5.4	8.5

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.5	3.5	0.6
Total Del/Veh (s)	25.0	17.0	25.0	58.5	26.6

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.3	0.6	2.1

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.7	1.5	2.2

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.6	2.3	2.4

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	1.8	1.6	1.7

Total Network Performance

Denied Del/Veh (s)	1.2
Total Del/Veh (s)	80.0

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	7.9	50.8	0.4	26
Adam Shepherd Pkwy	56	25.5	39.2	0.1	11
	8	31.4	49.5	0.2	11
I-65 NB	3	5.2	22.9	0.2	29
Lakeview Dr	11	2.1	14.1	0.1	34
	14	0.4	7.3	0.1	41
	2	0.4	10.7	0.1	43
High School	30	0.7	15.2	0.2	45
Lees Valley Rd	35	1.4	26.8	0.4	50
Hoot Owl Camp Rd	1	1.6	29.2	0.4	49
	51	2.4	37.7	0.5	47
	53	4.5	59.7	0.8	47
	59	6.5	75.4	1.0	46
	17	6.6	73.8	0.9	46
KY 1526	18	7.5	35.0	0.4	43
Bogard Ln	21	20.2	63.1	0.6	34
Bethel Church Rd	24	8.7	82.0	1.1	47
Greenbriar Rd	28	3.0	23.3	0.3	46
	27	2.0	34.0	0.4	47
Armstrong Ln	32	15.8	60.6	0.7	39
	31	6.3	50.2	0.6	44
	16	2.8	38.4	0.5	46
Louise Way	49	2.0	27.3	0.3	43
US 31EX	37	17.4	51.4	0.4	30
Oakbrooke Dr	40	4.2	32.1	0.3	31
US 31E	42	30.0	41.3	0.1	10
Bluegrass Way	61	4.2	38.8	0.4	36
Love Ave	67	1.8	19.5	0.2	38
Winning Colors Dr	65	2.6	24.9	0.3	44
Twin Eagles Pkwy	63	2.7	45.2	0.6	51
KY 1319	47	4.2	32.3	0.5	54
	45	2.8	36.5	0.5	51
Total		234.9	1248.0	13.6	39

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	0.8	34.6	0.6	59
KY 1319	47	3.6	34.2	0.5	54
Twin Eagles Pkwy	63	2.2	29.5	0.5	59
Winning Colors Dr	65	2.3	42.4	0.6	54
Love Ave	67	1.6	22.1	0.3	49
Bluegrass Way	61	0.6	16.9	0.2	44
US 31E	42	54.0	85.0	0.4	17
Oakbrooke Dr	40	7.1	19.2	0.1	22
US 31EX	37	11.1	37.1	0.3	26
Louise Way	49	4.2	43.5	0.4	36
	16	1.8	25.8	0.3	46
	31	2.6	38.3	0.5	47
Fisher Ln	32	11.3	53.2	0.6	42
	27	5.7	48.7	0.7	48
Greenbriar Rd	28	3.0	30.4	0.4	53
Bethel Church Rd	24	2.6	20.9	0.3	51
Lloyd Ln	21	20.0	87.6	1.1	44
Bells Mill Ln (KY 15	18	19.5	58.6	0.6	37
	17	6.4	31.9	0.4	47
	59	4.3	60.6	0.9	56
	53	5.0	62.5	1.0	56
	51	4.3	50.7	0.8	55
Hoot Owl Camp Rd	1	3.0	30.9	0.5	57
Lees Valley Rd	35	2.4	27.3	0.4	53
High School	30	2.7	26.1	0.4	51
	2	1.2	14.8	0.2	46
	14	1.1	10.3	0.1	45
Lakeview Dr	11	1.5	7.2	0.1	41
I-65 NB	3	9.8	20.7	0.1	23
I-65 SB	8	11.0	25.9	0.2	26
Adam Shepherd Pkwy	56	24.9	39.8	0.2	14
Hester St	52	9.6	22.3	0.1	19
Total		241.1	1159.0	13.8	43

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW
Directions Served	L	R	T	T	T	T
Maximum Queue (ft)	326	249	96	105	210	152
Average Queue (ft)	152	30	46	43	78	56
95th Queue (ft)	249	155	82	88	160	119
Link Distance (ft)	1160		928	928	647	647
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200				
Storage Blk Time (%)	3	0				
Queuing Penalty (veh)	12	1				

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	224	130	125	436	527	157	173	158	159
Average Queue (ft)	118	58	53	173	268	80	107	65	58
95th Queue (ft)	201	103	94	340	447	137	158	131	122
Link Distance (ft)	2610	2610	2610	700	700			928	928
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE	SW
Directions Served	LTR	LT	R	L	T	TR
Maximum Queue (ft)	39	621	148	27	5	1
Average Queue (ft)	9	312	20	4	0	0
95th Queue (ft)	33	690	136	20	5	1
Link Distance (ft)	320	932	932		647	362
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		0				
Storage Bay Dist (ft)				160		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Bend

Movement	SE	SE
Directions Served	T	
Maximum Queue (ft)	16	56
Average Queue (ft)	1	8
95th Queue (ft)	7	34
Link Distance (ft)	277	277
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	TR	T	T	R	L	TR
Maximum Queue (ft)	104	157	161	212	216	135	227	52
Average Queue (ft)	37	48	61	100	106	66	120	15
95th Queue (ft)	82	120	130	183	185	111	197	38
Link Distance (ft)		2150	2150	3112	3112		1114	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					315		225
Storage Blk Time (%)				10			0	
Queuing Penalty (veh)				0			0	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	71	216	213	70	156	289	296	141	107	229
Average Queue (ft)	12	91	101	29	53	131	164	60	39	121
95th Queue (ft)	49	176	180	61	107	231	263	114	85	202
Link Distance (ft)		3112	3112			5623	5623	441		741
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	240				110	
Storage Blk Time (%)		0	0			0		2	0	
Queuing Penalty (veh)		0	0			0		2	0	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	120	76	10	119	131
Average Queue (ft)	39	4	0	40	54
95th Queue (ft)	92	37	5	91	104
Link Distance (ft)	5623	5623	1491	1477	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					130
Storage Blk Time (%)				0	1
Queuing Penalty (veh)				0	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	EB	WB	WB	SW
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	133	99	2	9	166
Average Queue (ft)	54	5	0	0	66
95th Queue (ft)	108	42	2	4	129
Link Distance (ft)	1491	1491	2268	2268	1355
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	67	218	214	45	142	195	209	36	213	310	40	51
Average Queue (ft)	10	100	95	13	54	65	73	6	89	131	13	17
95th Queue (ft)	45	188	183	37	106	147	156	22	164	239	36	42
Link Distance (ft)		3391	3391			3162	3162			586		635
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	220			230	300			235	175		100	
Storage Blk Time (%)		0	0				0		0	3		
Queuing Penalty (veh)		0	0				0		1	5		

Intersection: 35: KY 44 & Lees Valley Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	WB	WB	NE	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	155	640	113	165	200	373	335	109	226	246
Average Queue (ft)	143	305	33	54	81	167	134	22	85	101
95th Queue (ft)	180	613	80	116	183	318	273	64	177	206
Link Distance (ft)		1310		927		2229	2229		1364	1364
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	105		110		150			125		
Storage Blk Time (%)	47	13	0	3	0	10			3	
Queuing Penalty (veh)	70	33	0	1	2	17			1	

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	154	209	200	85	53
Average Queue (ft)	66	55	84	6	10
95th Queue (ft)	143	180	163	66	35
Link Distance (ft)		667		1364	512
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	5	0	0	0	
Queuing Penalty (veh)	7	0	1	0	

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	323	342	331	288	105	191	196	233	180	266	255	186
Average Queue (ft)	200	216	151	161	35	105	107	101	87	169	148	92
95th Queue (ft)	317	348	302	253	81	167	171	185	155	246	228	174
Link Distance (ft)			512	512		2004	2004			1186	1186	
Upstream Blk Time (%)			1									
Queuing Penalty (veh)			3									
Storage Bay Dist (ft)	315	315			165			450	220			350
Storage Blk Time (%)	3	4	0		0	1				2		
Queuing Penalty (veh)	6	8	0		0	0				2		

Intersection: 42: US 31E & KY 44

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	205	190	188	198
Average Queue (ft)	129	105	86	78
95th Queue (ft)	191	169	159	167
Link Distance (ft)		1662	1662	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350			605
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	118	8	107
Average Queue (ft)	38	0	37
95th Queue (ft)	89	4	81
Link Distance (ft)	2514	2627	827
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	R
Maximum Queue (ft)	374	56	396	46
Average Queue (ft)	88	11	77	15
95th Queue (ft)	276	39	276	39
Link Distance (ft)	1861		526	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		80		80
Storage Blk Time (%)	7	0	6	
Queuing Penalty (veh)	0	0	2	

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	149	327	350	130	214	446	415	186	47	61	153	297
Average Queue (ft)	45	138	185	15	88	176	80	71	14	18	64	137
95th Queue (ft)	120	272	326	77	195	347	263	144	41	48	120	256
Link Distance (ft)		526	526			700	700			779	779	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	0	17	28		1	13	1	0	0	1		0
Queuing Penalty (veh)	0	8	5		1	20	4	0	0	0		0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	335	47	42
Average Queue (ft)	192	8	13
95th Queue (ft)	287	31	33
Link Distance (ft)		879	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	1		
Queuing Penalty (veh)	0		

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	57	58
Average Queue (ft)	4	4
95th Queue (ft)	28	25
Link Distance (ft)	1023	1023
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 216

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.4	2.6	2.5

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.3	0.0	0.0	0.6
Total Del/Veh (s)	31.3	13.6	16.1	19.2

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	60.0	0.0	0.0	18.3
Total Del/Veh (s)	514.0	40.7	60.9	187.8

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	13.6	574.8	10.4	1.6	20.0

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.2
Total Del/Veh (s)	21.9	16.0	36.6	22.8

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.8	0.2	0.2
Total Del/Veh (s)	15.7	11.8	32.2	34.3	16.0

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	6.9	0.3
Total Del/Veh (s)	19.9	2.8	486.6	34.6

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.6	0.1
Total Del/Veh (s)	9.6	3.3	116.0	20.3

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	2.0	1.4

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.2	2.2	0.2
Total Del/Veh (s)	24.7	18.3	26.9	32.5	22.1

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.0	1.8	2.0

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	151.2	2.1	0.0	0.0	34.6
Total Del/Veh (s)	219.4	45.9	37.6	33.7	76.4

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	1.5	0.0	0.0	0.2
Total Del/Veh (s)	48.0	8.5	4.7	11.2

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.8	1.6	0.8
Total Del/Veh (s)	52.1	62.7	67.1	59.5	59.3

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	780.3	280.7
Total Del/Veh (s)	16.5	4.3	326.6	88.3

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.4	5.7	4.2

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	3.0	0.4
Total Del/Veh (s)	8.6	11.7	14.9	10.6

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.5	3.3	0.9
Total Del/Veh (s)	51.9	102.6	36.7	52.6	73.0

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.1	0.7	2.8

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.9	2.7	3.5

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.7	3.5	4.3

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.6	2.1	4.3

Total Network Performance

Denied Del/Veh (s)	64.2
Total Del/Veh (s)	199.5

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	8.8	51.7	0.4	25
Adam Shepherd Pkwy	56	50.2	63.1	0.1	7
	8	57.8	75.9	0.2	7
I-65 NB	3	16.8	34.2	0.2	19
Lakeview Dr	11	4.5	16.6	0.1	29
	14	0.8	7.6	0.1	39
	2	0.6	10.9	0.1	42
High School	30	1.0	16.1	0.2	43
Lees Valley Rd	35	2.0	28.8	0.4	46
Hoot Owl Camp Rd	1	2.4	30.7	0.4	47
	51	3.2	38.3	0.5	46
	53	5.7	60.8	0.8	46
	59	7.7	76.4	1.0	45
	17	7.8	75.1	0.9	45
KY 1526	18	20.8	50.4	0.4	30
Bogard Ln	21	13.9	57.1	0.6	38
Bethel Church Rd	24	18.7	93.5	1.1	41
Greenbriar Rd	28	6.5	27.5	0.3	39
	27	2.7	34.7	0.4	46
Armstrong Ln	32	26.4	73.4	0.7	32
	31	8.5	52.6	0.6	42
	16	3.5	39.1	0.5	46
Louise Way	49	2.4	28.6	0.3	41
US 31EX	37	31.2	65.8	0.4	24
Oakbrooke Dr	40	4.9	33.1	0.3	30
US 31E	42	42.1	53.5	0.1	8
Bluegrass Way	61	5.1	41.0	0.4	35
Love Ave	67	5.6	23.9	0.2	31
Winning Colors Dr	65	4.7	28.2	0.3	38
Twin Eagles Pkwy	63	3.9	48.1	0.6	48
KY 1319	47	17.0	51.9	0.5	34
	45	5.3	39.0	0.5	47
Total		392.8	1427.6	13.6	34

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	1.1	34.9	0.6	59
KY 1319	47	4.8	35.4	0.5	52
Twin Eagles Pkwy	63	3.7	35.2	0.5	50
Winning Colors Dr	65	3.5	44.4	0.6	52
Love Ave	67	2.1	23.8	0.3	46
Bluegrass Way	61	0.7	17.0	0.2	44
US 31E	42	83.4	114.1	0.4	12
Oakbrooke Dr	40	7.3	19.5	0.1	21
US 31EX	37	32.7	60.2	0.3	16
Louise Way	49	7.6	47.0	0.4	33
	16	3.0	26.8	0.3	44
	31	3.6	39.2	0.5	45
Fisher Ln	32	11.5	55.4	0.6	40
	27	5.1	47.9	0.7	49
Greenbriar Rd	28	3.3	30.1	0.4	53
Bethel Church Rd	24	3.0	21.7	0.3	49
Lloyd Ln	21	10.6	77.6	1.1	50
Bells Mill Ln (KY 15	18	16.9	55.7	0.6	39
	17	6.5	32.2	0.4	47
	59	3.9	59.8	0.9	57
	53	4.5	62.5	1.0	56
	51	3.8	50.1	0.8	56
Hoot Owl Camp Rd	1	2.6	29.9	0.5	59
Lees Valley Rd	35	1.8	27.3	0.4	53
High School	30	2.0	25.2	0.4	53
	2	0.9	14.5	0.2	47
	14	0.9	10.1	0.1	45
Lakeview Dr	11	1.6	7.2	0.1	41
I-65 NB	3	19.7	30.6	0.1	16
I-65 SB	8	46.2	60.8	0.2	11
Adam Shepherd Pkwy	56	125.3	139.6	0.2	4
Hester St	52	11.4	23.5	0.1	18
Total		435.2	1359.0	13.8	37

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW	SW
Directions Served	L	R	T	T	T	T	R
Maximum Queue (ft)	735	250	271	268	320	286	74
Average Queue (ft)	344	185	139	130	152	121	9
95th Queue (ft)	674	353	248	240	317	284	86
Link Distance (ft)	1160		928	928	647	647	
Upstream Blk Time (%)	0				0	0	
Queuing Penalty (veh)	0				1	1	
Storage Bay Dist (ft)		200					200
Storage Blk Time (%)	17	7				2	
Queuing Penalty (veh)	82	37				8	

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	2633	2630	2588	677	699	275	300	726	677
Average Queue (ft)	1691	1524	1472	386	455	192	243	357	334
95th Queue (ft)	3042	3097	2990	622	689	293	342	728	661
Link Distance (ft)	2610	2610	2610	700	700			928	928
Upstream Blk Time (%)	21	20	18	0	0			1	1
Queuing Penalty (veh)	0	0	0	1	3			11	4
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)						2	9	15	
Queuing Penalty (veh)						10	45	66	

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE	NE	SW	SW
Directions Served	LTR	LT	R	L	T	TR	T	TR
Maximum Queue (ft)	39	473	35	57	4	2	2	26
Average Queue (ft)	7	269	7	18	0	0	0	2
95th Queue (ft)	30	555	28	46	4	2	3	31
Link Distance (ft)	320	932	932		647	647	362	362
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)				160				
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 15: Bend

Movement	SE	SE	SE
Directions Served	T	T	
Maximum Queue (ft)	16	52	80
Average Queue (ft)	1	4	16
95th Queue (ft)	11	26	58
Link Distance (ft)	277	277	277
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	TR	T	T	R	L	TR
Maximum Queue (ft)	109	365	364	198	220	77	441	324
Average Queue (ft)	44	182	191	103	114	35	260	43
95th Queue (ft)	91	314	319	186	199	64	385	179
Link Distance (ft)		2150	2150	3112	3112		1114	
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	330					315		225
Storage Blk Time (%)		1		12			15	
Queuing Penalty (veh)		0		0			12	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	66	233	251	66	101	170	192	126	130	164
Average Queue (ft)	24	111	125	23	45	62	85	43	55	77
95th Queue (ft)	54	198	216	56	84	132	157	91	108	140
Link Distance (ft)		3112	3112			5623	5623	441		741
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	240				110	
Storage Blk Time (%)		0	0					0	2	
Queuing Penalty (veh)		0	0					0	1	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	337	319	34	1004	180
Average Queue (ft)	142	81	2	451	75
95th Queue (ft)	284	241	16	1110	207
Link Distance (ft)	5623	5623	1491	1477	
Upstream Blk Time (%)				3	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					130
Storage Blk Time (%)				71	1
Queuing Penalty (veh)				56	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	EB	WB	WB	SW
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	254	227	5	10	820
Average Queue (ft)	123	45	0	0	341
95th Queue (ft)	225	161	5	7	932
Link Distance (ft)	1491	1491	2268	2268	1355
Upstream Blk Time (%)					1
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	L	TR
Maximum Queue (ft)	153	314	321	205	333	299	188	47	167	256	99	80
Average Queue (ft)	32	169	171	48	194	79	70	14	61	109	42	25
95th Queue (ft)	97	282	285	145	322	231	143	37	122	202	85	56
Link Distance (ft)		3391	3391			3162	3162			586		635
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	220			230	300			235	175		100	
Storage Blk Time (%)		3	3		3					3	1	0
Queuing Penalty (veh)		2	4		17					2	0	0

Intersection: 35: KY 44 & Lees Valley Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	WB	WB	NE	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	155	1355	159	242	200	611	564	149	425	440
Average Queue (ft)	139	1233	79	92	151	295	248	26	236	257
95th Queue (ft)	195	1605	147	185	242	540	464	95	375	401
Link Distance (ft)		1310		927		2229	2229		1364	1364
Upstream Blk Time (%)		59								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	105		110		150			125		
Storage Blk Time (%)	32	62	6	10	19	18		0	31	
Queuing Penalty (veh)	165	146	7	12	104	42		0	10	

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	168	259	228	106	51
Average Queue (ft)	83	74	102	7	10
95th Queue (ft)	171	222	197	97	35
Link Distance (ft)		667		1364	512
Upstream Blk Time (%)		1			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	13	0	2		
Queuing Penalty (veh)	27	0	8		

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	340	377	407	381	189	332	331	209	268	394	345	354
Average Queue (ft)	204	221	206	229	93	174	179	62	159	225	202	226
95th Queue (ft)	328	352	345	350	192	307	307	141	271	345	303	350
Link Distance (ft)			512	512		2004	2004			1186	1186	
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			1									
Storage Bay Dist (ft)	315	315			165			450	220			350
Storage Blk Time (%)	2	3	1		0	18	0		8	9		1
Queuing Penalty (veh)	4	8	5		1	17	1		19	12		4

Intersection: 42: US 31E & KY 44

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	388	557	521	359
Average Queue (ft)	265	301	292	179
95th Queue (ft)	394	488	451	324
Link Distance (ft)		1662	1662	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350			605
Storage Blk Time (%)	4	2	0	
Queuing Penalty (veh)	15	11	0	

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	386	31	875
Average Queue (ft)	139	2	830
95th Queue (ft)	280	15	964
Link Distance (ft)	2514	2627	827
Upstream Blk Time (%)			92
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	WB	NB	NB
Directions Served	TR	L	T	R	LT	R
Maximum Queue (ft)	326	99	465	55	65	65
Average Queue (ft)	103	32	91	2	18	30
95th Queue (ft)	251	78	291	54	48	55
Link Distance (ft)	1861		526	526	615	
Upstream Blk Time (%)			0	0		
Queuing Penalty (veh)			1	0		
Storage Bay Dist (ft)		80				80
Storage Blk Time (%)	7	0	8		0	0
Queuing Penalty (veh)	0	3	8		0	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	376	398	140	215	739	747	215	75	131	241	350
Average Queue (ft)	100	211	239	49	188	683	674	196	19	47	110	268
95th Queue (ft)	174	342	366	145	269	833	868	265	53	103	199	400
Link Distance (ft)		526	526			700	700			779	779	
Upstream Blk Time (%)						29	25					
Queuing Penalty (veh)						254	219					
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	18	31	47	0	17	60	18	29	1	10		3
Queuing Penalty (veh)	48	36	22	0	65	160	137	106	1	2		4

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	400	732	86
Average Queue (ft)	320	160	31
95th Queue (ft)	439	542	66
Link Distance (ft)		879	
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	18	0	
Queuing Penalty (veh)	27	1	

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	141	148
Average Queue (ft)	43	39
95th Queue (ft)	111	110
Link Distance (ft)	1023	1023
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 2076

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	2.9	4.6	3.7

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.3	0.0	0.0	0.5
Total Del/Veh (s)	17.2	8.5	8.5	10.6

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.7	26.4	17.6	21.3

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	14.7	409.9	6.8	1.3	22.4

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.1	0.1
Total Del/Veh (s)	10.0	17.8	30.9	16.8

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.0	0.2	0.2
Total Del/Veh (s)	13.8	27.8	53.7	64.1	27.9

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.3	0.3
Total Del/Veh (s)	17.6	5.0	50.5	13.8

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1
Total Del/Veh (s)	11.0	4.7	17.2	8.7

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	1.8	1.3

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	1.2	1.6	0.3
Total Del/Veh (s)	21.0	15.1	19.2	35.2	18.2

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.7	0.4
Total Del/Veh (s)	2.1	5.1	3.7

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	2.5	1.8	0.0	0.0	0.5
Total Del/Veh (s)	64.7	48.7	17.9	15.3	25.7

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	2.0	0.0	0.0	0.2
Total Del/Veh (s)	35.1	5.3	2.8	7.2

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.7	1.9	0.7
Total Del/Veh (s)	47.4	36.6	41.3	33.2	40.2

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	5.5	2.7	7.6	5.4

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	1.8	4.2	2.8

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	4.2	0.4
Total Del/Veh (s)	6.3	7.8	5.9	7.0

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.5	3.5	0.6
Total Del/Veh (s)	29.3	17.2	25.7	55.1	27.3

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.5	0.6	2.2

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.9	1.5	2.3

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	2.8	2.3	2.6

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	1.9	1.6	1.8

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	81.4

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	6.3	49.3	0.4	27
Adam Shepherd Pkwy	56	29.8	43.4	0.1	10
	8	31.5	49.7	0.2	11
I-65 NB	3	4.4	22.0	0.2	30
Lakeview Dr	11	2.2	14.1	0.1	34
	14	0.5	7.3	0.1	40
	2	0.4	10.7	0.1	43
High School	30	0.8	15.2	0.2	45
Lees Valley Rd	35	2.1	27.3	0.4	49
Hoot Owl Camp Rd	1	2.9	27.9	0.4	51
	51	2.9	37.9	0.5	46
	53	6.0	61.2	0.8	46
	59	8.6	77.2	1.0	45
	17	9.1	76.1	0.9	45
KY 1526	18	8.7	36.0	0.4	42
Bogard Ln	21	14.7	57.2	0.6	38
Bethel Church Rd	24	17.8	91.4	1.1	42
Greenbriar Rd	28	10.7	31.1	0.3	34
	27	4.2	36.2	0.4	44
Armstrong Ln	32	22.0	67.1	0.7	35
	31	5.4	48.8	0.6	45
	16	2.6	38.4	0.5	46
Louise Way	49	1.8	25.3	0.3	46
US 31EX	37	17.1	51.2	0.4	31
Oakbrooke Dr	40	3.9	31.8	0.3	31
US 31E	42	34.8	46.1	0.1	9
Bluegrass Way	61	4.6	39.4	0.4	36
Love Ave	67	1.9	19.5	0.2	38
Winning Colors Dr	65	2.8	25.1	0.3	43
Twin Eagles Pkwy	63	2.9	45.5	0.6	51
KY 1319	47	4.9	33.3	0.5	52
	45	3.0	36.5	0.5	51
Total		271.3	1279.1	13.6	38

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	0.8	34.7	0.6	59
KY 1319	47	3.6	34.0	0.5	54
Twin Eagles Pkwy	63	2.1	29.4	0.5	59
Winning Colors Dr	65	2.3	42.1	0.6	55
Love Ave	67	1.6	22.0	0.3	49
Bluegrass Way	61	0.6	16.9	0.2	44
US 31E	42	54.7	85.5	0.4	17
Oakbrooke Dr	40	4.6	16.9	0.1	25
US 31EX	37	14.8	40.8	0.3	24
Louise Way	49	5.0	44.2	0.4	35
	16	2.0	25.9	0.3	45
	31	3.2	38.9	0.5	46
Fisher Ln	32	9.9	48.0	0.6	46
	27	6.4	49.3	0.7	48
Greenbriar Rd	28	4.8	32.4	0.4	50
Bethel Church Rd	24	5.4	23.7	0.3	45
Lloyd Ln	21	28.3	95.6	1.1	41
Bells Mill Ln (KY 15	18	20.3	59.3	0.6	37
	17	6.4	31.9	0.4	47
	59	5.9	62.2	0.9	55
	53	7.1	64.8	1.0	54
	51	6.1	52.3	0.8	53
Hoot Owl Camp Rd	1	4.6	32.6	0.5	54
Lees Valley Rd	35	5.1	28.3	0.4	52
High School	30	1.8	25.2	0.4	53
	2	1.0	14.6	0.2	47
	14	0.9	10.1	0.1	45
Lakeview Dr	11	1.3	7.0	0.1	42
I-65 NB	3	9.9	20.8	0.1	23
I-65 SB	8	12.2	26.8	0.2	25
Adam Shepherd Pkwy	56	22.3	37.2	0.2	15
Hester St	52	7.9	20.8	0.1	20
Total		262.8	1174.3	13.8	42

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW
Directions Served	L	R	T	T	T	T
Maximum Queue (ft)	372	224	88	97	179	154
Average Queue (ft)	159	32	45	41	81	60
95th Queue (ft)	285	166	77	84	154	125
Link Distance (ft)	1160		928	928	647	647
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200				
Storage Blk Time (%)	3	0				0
Queuing Penalty (veh)	12	0				0

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	225	137	112	410	503	145	164	168	177
Average Queue (ft)	122	61	52	164	264	77	104	76	67
95th Queue (ft)	197	109	87	328	445	127	150	145	136
Link Distance (ft)	2610	2610	2610	687	687			928	928
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	SW
Directions Served	LTR	LT	R	L	TR
Maximum Queue (ft)	33	615	114	32	1
Average Queue (ft)	8	338	15	5	0
95th Queue (ft)	30	662	92	23	1
Link Distance (ft)	320	932	932		362
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Bend

Movement	SE	SE
Directions Served	T	
Maximum Queue (ft)	10	47
Average Queue (ft)	0	7
95th Queue (ft)	7	30
Link Distance (ft)	277	277
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	TR	T	R	L	TR
Maximum Queue (ft)	66	197	217	89	189	60
Average Queue (ft)	26	81	116	49	95	16
95th Queue (ft)	57	179	197	81	158	42
Link Distance (ft)		2154	3112		1126	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	330			315		225
Storage Blk Time (%)			11		0	
Queuing Penalty (veh)			48		0	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	45	270	101	264	582	226	150	264
Average Queue (ft)	11	113	17	65	273	75	47	141
95th Queue (ft)	35	232	63	192	503	160	116	242
Link Distance (ft)		3112			5622	452		753
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250		250	240			110	
Storage Blk Time (%)		1			8	6	1	
Queuing Penalty (veh)		1			9	4	1	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	434	6	220	163
Average Queue (ft)	101	0	54	63
95th Queue (ft)	309	4	182	136
Link Distance (ft)	5622	1494	1489	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				130
Storage Blk Time (%)			5	3
Queuing Penalty (veh)			7	1

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	WB	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	303	2	159
Average Queue (ft)	96	0	51
95th Queue (ft)	244	2	114
Link Distance (ft)	1494	2273	1367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	TR	L	TR
Maximum Queue (ft)	197	398	163	89	108	241	21	172	288	50	60
Average Queue (ft)	14	175	19	32	55	90	3	70	111	13	17
95th Queue (ft)	90	345	94	73	94	195	13	130	212	39	42
Link Distance (ft)		3381				3160	3160		580		641
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220		230	300	300			175		100	
Storage Blk Time (%)		5				0		0	3		
Queuing Penalty (veh)		3				0		0	3		

Intersection: 35: KY 44 & Lees Valley Rd

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	19	24
Average Queue (ft)	1	1
95th Queue (ft)	11	11
Link Distance (ft)	1907	1907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	WB	WB	NE	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	155	504	103	134	199	407	345	149	284	308
Average Queue (ft)	139	247	35	53	82	167	137	28	118	135
95th Queue (ft)	180	471	79	106	179	325	283	88	246	262
Link Distance (ft)		1310		927		2229	2229		1364	1364
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	105		110		150			125		
Storage Blk Time (%)	41	14	0	1	1	9			6	
Queuing Penalty (veh)	62	35	0	1	3	16			2	

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	SW	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	127	177	148	7	36
Average Queue (ft)	51	53	64	0	5
95th Queue (ft)	121	200	115	6	22
Link Distance (ft)		657		512	512
Upstream Blk Time (%)		1			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	3	0			
Queuing Penalty (veh)	5	0			

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	338	346	306	311	123	191	200	213	185	241	226	179
Average Queue (ft)	201	217	153	177	36	112	112	101	86	149	124	90
95th Queue (ft)	312	326	254	273	87	173	178	177	157	226	209	170
Link Distance (ft)			512	512		2004	2004			1186	1186	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	315	315			165			450	220			350
Storage Blk Time (%)	1	1	0		0	2			0	1		
Queuing Penalty (veh)	2	3	0		0	1			1	1		

Intersection: 42: US 31E & KY 44

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	203	181	162	128
Average Queue (ft)	127	97	77	51
95th Queue (ft)	188	160	146	98
Link Distance (ft)		1663	1663	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350			605
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	129	11	128
Average Queue (ft)	42	1	43
95th Queue (ft)	100	7	96
Link Distance (ft)	2515	2624	821
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	R
Maximum Queue (ft)	305	78	380	44
Average Queue (ft)	65	13	55	15
95th Queue (ft)	222	46	250	40
Link Distance (ft)	1861		526	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		80		80
Storage Blk Time (%)	6	0	4	0
Queuing Penalty (veh)	0	0	1	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	144	333	385	139	215	472	412	199	57	63	154	291
Average Queue (ft)	42	148	188	17	90	182	83	66	18	20	64	130
95th Queue (ft)	109	291	335	83	202	366	258	135	48	51	118	252
Link Distance (ft)		526	526			687	687			779	779	
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			0									
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	0	19	32		1	12	1	0	1	1		0
Queuing Penalty (veh)	1	9	5		2	20	4	0	0	0		0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	330	36	49
Average Queue (ft)	184	7	14
95th Queue (ft)	285	26	36
Link Distance (ft)		879	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	64	70
Average Queue (ft)	6	4
95th Queue (ft)	33	29
Link Distance (ft)	1023	1023
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 262

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	7.5	4.2	6.4

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.1	0.0	0.0	0.5
Total Del/Veh (s)	23.9	13.7	12.8	15.9

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	22.3	0.0	0.0	6.8
Total Del/Veh (s)	394.4	39.2	53.3	152.6

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.9	281.2	9.4	1.4	12.2

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.9	0.2
Total Del/Veh (s)	22.8	15.0	54.3	26.8

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.8	0.2	0.2
Total Del/Veh (s)	26.4	17.3	50.1	51.9	25.9

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	5.0	0.2
Total Del/Veh (s)	53.4	4.2	853.6	74.0

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	2.9	0.0	119.4	16.0
Total Del/Veh (s)	51.6	4.3	492.3	79.6

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.5	1.3

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	2.4	0.2
Total Del/Veh (s)	26.6	22.0	25.9	38.0	24.5

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.4	0.2
Total Del/Veh (s)	35.5	3.8	23.4

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	155.6	2.1	0.0	0.0	36.4
Total Del/Veh (s)	219.7	48.2	36.6	27.7	74.6

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	0.9	0.0	0.0	0.1
Total Del/Veh (s)	28.3	6.3	3.1	7.4

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.7	1.7	0.9
Total Del/Veh (s)	54.5	46.9	55.7	46.0	49.8

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	943.4	340.8
Total Del/Veh (s)	19.7	4.2	380.5	95.2

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.1	0.0	0.0
Total Del/Veh (s)	2.0	5.6	3.9

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	3.0	0.4
Total Del/Veh (s)	9.2	11.6	15.5	10.9

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.0	0.5	3.5	1.0
Total Del/Veh (s)	50.5	95.4	35.6	52.0	69.8

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.9	0.7	2.7

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.2	2.6	3.6

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.9	3.3	4.3

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	6.4	2.0	4.7

Total Network Performance

Denied Del/Veh (s)	70.9
Total Del/Veh (s)	195.8

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	9.4	52.4	0.4	25
Adam Shepherd Pkwy	56	48.6	61.5	0.1	7
	8	58.0	76.1	0.2	7
I-65 NB	3	17.0	34.4	0.2	19
Lakeview Dr	11	4.6	16.7	0.1	29
	14	0.8	7.6	0.1	39
	2	0.6	10.9	0.1	42
High School	30	1.2	15.2	0.2	45
Lees Valley Rd	35	35.5	61.3	0.4	22
Hoot Owl Camp Rd	1	7.5	33.1	0.4	43
	51	3.6	38.7	0.5	45
	53	7.2	62.5	0.8	45
	59	9.9	78.5	1.0	44
	17	10.1	77.1	0.9	44
KY 1526	18	22.4	51.3	0.4	30
Bogard Ln	21	30.2	73.2	0.6	30
Bethel Church Rd	24	53.1	126.9	1.1	31
Greenbriar Rd	28	51.7	75.8	0.3	15
	27	6.8	38.7	0.4	41
Armstrong Ln	32	28.3	75.0	0.7	31
	31	5.7	49.2	0.6	45
	16	2.8	38.5	0.5	46
Louise Way	49	2.0	25.8	0.3	46
US 31EX	37	31.9	66.3	0.4	24
Oakbrooke Dr	40	4.9	33.1	0.3	30
US 31E	42	53.4	64.7	0.1	6
Bluegrass Way	61	5.4	40.1	0.4	35
Love Ave	67	6.4	25.0	0.2	30
Winning Colors Dr	65	4.9	28.4	0.3	38
Twin Eagles Pkwy	63	4.2	48.4	0.6	48
KY 1319	47	20.5	55.3	0.5	32
	45	5.6	39.2	0.5	47
Total		554.1	1580.8	13.6	31

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	1.1	34.9	0.6	59
KY 1319	47	4.7	35.0	0.5	53
Twin Eagles Pkwy	63	3.5	34.9	0.5	50
Winning Colors Dr	65	3.3	43.8	0.6	53
Love Ave	67	2.0	23.3	0.3	47
Bluegrass Way	61	0.7	16.9	0.2	44
US 31E	42	57.9	88.1	0.4	16
Oakbrooke Dr	40	5.2	17.3	0.1	24
US 31EX	37	25.3	53.0	0.3	19
Louise Way	49	7.5	46.7	0.4	33
	16	2.8	26.6	0.3	44
	31	4.4	39.7	0.5	45
Fisher Ln	32	12.4	51.7	0.6	43
	27	6.3	49.1	0.7	48
Greenbriar Rd	28	4.3	30.9	0.4	52
Bethel Church Rd	24	4.8	23.4	0.3	45
Lloyd Ln	21	15.1	81.8	1.1	47
Bells Mill Ln (KY 15	18	18.3	57.6	0.6	38
	17	5.2	30.7	0.4	49
	59	5.4	61.2	0.9	56
	53	6.8	65.0	1.0	53
	51	5.8	52.0	0.8	54
Hoot Owl Camp Rd	1	4.2	31.1	0.5	57
Lees Valley Rd	35	3.8	26.9	0.4	54
High School	30	1.5	24.6	0.4	54
	2	0.8	14.4	0.2	48
	14	0.8	10.0	0.1	46
Lakeview Dr	11	1.4	7.0	0.1	42
I-65 NB	3	15.7	26.5	0.1	18
I-65 SB	8	36.8	51.3	0.2	13
Adam Shepherd Pkwy	56	118.4	132.6	0.2	4
Hester St	52	11.4	23.6	0.1	18
Total		397.4	1312.0	13.8	38

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW	SW
Directions Served	L	R	T	T	T	T	R
Maximum Queue (ft)	527	250	269	287	262	226	29
Average Queue (ft)	261	133	140	136	132	105	1
95th Queue (ft)	439	326	243	244	226	194	25
Link Distance (ft)	1160		928	928	647	647	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		200					200
Storage Blk Time (%)	15	2				0	
Queuing Penalty (veh)	55	9				1	

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	2376	2351	2278	670	692	275	300	753	689
Average Queue (ft)	1392	1240	1202	361	417	191	236	309	287
95th Queue (ft)	2627	2643	2548	579	646	290	336	621	552
Link Distance (ft)	2610	2610	2610	687	687			928	928
Upstream Blk Time (%)	9	9	8	0	1			0	0
Queuing Penalty (veh)	0	0	0	0	4			2	1
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)						2	8	11	
Queuing Penalty (veh)						12	43	47	

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE
Directions Served	LTR	LT	R	L	TR
Maximum Queue (ft)	31	293	31	55	5
Average Queue (ft)	7	141	7	16	0
95th Queue (ft)	28	342	28	44	4
Link Distance (ft)	320	932	932		647
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Bend

Movement	SE	SE	SE
Directions Served	T	T	
Maximum Queue (ft)	6	48	105
Average Queue (ft)	0	4	18
95th Queue (ft)	8	26	66
Link Distance (ft)	277	277	277
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	TR	T	R	L	TR
Maximum Queue (ft)	264	569	293	92	464	325
Average Queue (ft)	43	288	129	25	290	53
95th Queue (ft)	157	502	253	68	434	214
Link Distance (ft)		2154	3112		1126	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	330			315		225
Storage Blk Time (%)		6	16		24	
Queuing Penalty (veh)		4	31		15	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	151	680	300	192	327	120	134	168
Average Queue (ft)	27	297	62	50	108	43	59	80
95th Queue (ft)	102	602	237	123	245	94	118	148
Link Distance (ft)		3112			5622	452		753
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250		250	240			110	
Storage Blk Time (%)		9			1	1	4	
Queuing Penalty (veh)		15			1	1	2	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	1384	20	1296	180
Average Queue (ft)	462	1	604	45
95th Queue (ft)	1286	9	1320	163
Link Distance (ft)	5622	1494	1489	
Upstream Blk Time (%)			1	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)			79	0
Queuing Penalty (veh)			50	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	SW
Directions Served	LT	LR
Maximum Queue (ft)	1202	1345
Average Queue (ft)	507	748
95th Queue (ft)	1166	1631
Link Distance (ft)	1494	1367
Upstream Blk Time (%)	0	25
Queuing Penalty (veh)	0	0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	TR	L	TR
Maximum Queue (ft)	269	588	280	194	200	204	47	151	289	100	67
Average Queue (ft)	35	242	60	112	131	74	9	50	97	43	23
95th Queue (ft)	138	465	208	178	190	163	29	119	214	85	51
Link Distance (ft)		3381				3160	3160		580		641
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220		230	300	300			175		100	
Storage Blk Time (%)		10				0			4	1	0
Queuing Penalty (veh)		15				0			3	0	0

Intersection: 35: KY 44 & Lees Valley Rd

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	523	521
Average Queue (ft)	217	220
95th Queue (ft)	660	669
Link Distance (ft)	1907	1907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	WB	WB	NE	NE	NE	SW	SW	SW
Directions Served	L	TR	L	TR	L	T	TR	L	T	TR
Maximum Queue (ft)	155	1354	159	279	200	545	498	120	424	428
Average Queue (ft)	137	1213	83	104	146	283	244	23	212	228
95th Queue (ft)	199	1598	152	210	240	488	426	82	379	398
Link Distance (ft)		1310		927		2229	2229		1364	1364
Upstream Blk Time (%)		54								
Queuing Penalty (veh)		0								
Storage Bay Dist (ft)	105		110		150			125		
Storage Blk Time (%)	23	62	7	11	13	21			20	
Queuing Penalty (veh)	121	147	9	13	71	49			6	

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW	SW
Directions Served	L	R	L	T	T	TR
Maximum Queue (ft)	143	148	163	59	28	38
Average Queue (ft)	55	54	66	2	1	5
95th Queue (ft)	125	104	129	42	12	23
Link Distance (ft)		657		1364	512	512
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	150		230			
Storage Blk Time (%)	3	0	0	0		
Queuing Penalty (veh)	6	0	1	0		

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	L	T	TR	L	T	T	R	L	T	TR	L
Maximum Queue (ft)	347	373	392	395	189	293	293	173	258	332	312	358
Average Queue (ft)	196	216	231	255	90	152	155	63	133	198	182	230
95th Queue (ft)	306	325	354	368	180	258	257	125	231	291	280	331
Link Distance (ft)			512	512		2004	2004			1186	1186	
Upstream Blk Time (%)			0	0								
Queuing Penalty (veh)			0	0								
Storage Bay Dist (ft)	315	315			165			450	220			350
Storage Blk Time (%)	1	1	2		1	8			2	7		0
Queuing Penalty (veh)	1	3	10		2	8			4	9		0

Intersection: 42: US 31E & KY 44

Movement	SB	SB	SB	SB
Directions Served	L	T	T	R
Maximum Queue (ft)	392	456	442	219
Average Queue (ft)	264	256	248	94
95th Queue (ft)	369	395	377	179
Link Distance (ft)		1663	1663	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	350			605
Storage Blk Time (%)	1	2		
Queuing Penalty (veh)	4	9		

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	444	27	864
Average Queue (ft)	172	1	830
95th Queue (ft)	357	12	930
Link Distance (ft)	2515	2624	821
Upstream Blk Time (%)			96
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	LT	R
Maximum Queue (ft)	321	104	427	56	68
Average Queue (ft)	103	34	95	19	30
95th Queue (ft)	259	82	303	47	55
Link Distance (ft)	1861		526	615	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)		80			80
Storage Blk Time (%)	8	0	7	0	0
Queuing Penalty (veh)	0	2	7	0	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	379	413	140	215	721	732	215	64	110	219	350
Average Queue (ft)	107	201	231	51	180	671	665	198	19	45	103	275
95th Queue (ft)	176	329	357	150	272	801	827	264	52	93	182	394
Link Distance (ft)		526	526			687	687			779	779	
Upstream Blk Time (%)						25	22					
Queuing Penalty (veh)						221	191					
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	22	29	46		15	62	16	29	1	10		2
Queuing Penalty (veh)	59	34	21		56	164	123	108	1	2		2

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	400	759	81
Average Queue (ft)	324	150	28
95th Queue (ft)	433	539	62
Link Distance (ft)		879	
Upstream Blk Time (%)		1	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	17	0	0
Queuing Penalty (veh)	25	2	0

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	155	168
Average Queue (ft)	46	46
95th Queue (ft)	121	130
Link Distance (ft)	1023	1023
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 1803

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	2.9	4.8	3.9

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.4	0.0	0.0	0.5
Total Del/Veh (s)	16.7	8.3	8.1	10.2

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	18.7	25.9	18.2	21.4

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.3	0.0	0.0	0.0
Total Del/Veh (s)	14.9	630.0	6.9	1.3	30.4

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.9	0.1
Total Del/Veh (s)	9.3	14.1	31.0	14.7

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	2.1	0.2	0.2
Total Del/Veh (s)	12.7	17.6	46.7	52.6	20.6

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.2	0.2
Total Del/Veh (s)	9.3	2.7	27.1	7.4

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.0
Total Del/Veh (s)	3.9	3.1	15.0	4.7

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.8	1.7	1.3

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	1.4	1.3	0.4
Total Del/Veh (s)	18.6	16.0	21.4	34.3	18.5

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.8	0.4
Total Del/Veh (s)	2.1	5.7	4.0

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	3.3	1.9	0.0	0.0	0.5
Total Del/Veh (s)	70.2	56.8	41.8	14.6	38.5

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	4.4	0.0	0.0	0.3
Total Del/Veh (s)	104.2	7.7	4.6	14.0

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.7	2.0	0.6
Total Del/Veh (s)	49.9	35.0	47.3	39.8	43.4

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.3	0.1
Total Del/Veh (s)	5.1	2.7	7.1	5.0

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	6.8	4.1	5.8

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	4.1	0.4
Total Del/Veh (s)	6.9	7.7	5.2	7.2

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.5	3.5	0.6
Total Del/Veh (s)	29.4	17.3	23.9	56.9	27.6

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.0	0.6	1.9

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.1	1.6	2.4

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	2.3	1.7

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	0.9	0.8

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	86.4

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	6.9	49.8	0.4	26
Adam Shepherd Pkwy	56	30.2	43.9	0.1	10
	8	30.8	48.9	0.2	11
I-65 NB	3	4.2	21.9	0.2	30
Lakeview Dr	11	2.1	14.1	0.1	34
	14	0.5	7.3	0.1	40
	2	0.4	10.7	0.1	43
High School	30	0.8	15.2	0.2	45
Lees Valley Rd	35	2.1	27.4	0.4	49
Hoot Owl Camp Rd	1	2.9	28.0	0.4	51
	51	2.9	38.2	0.5	46
	53	6.0	61.4	0.8	45
	59	8.5	77.3	1.0	45
	17	8.9	76.2	0.9	45
KY 1526	18	7.6	34.9	0.4	43
Bogard Ln	21	13.2	52.0	0.6	42
Bethel Church Rd	24	9.2	83.0	1.1	47
Greenbriar Rd	28	2.8	23.0	0.3	46
	27	2.0	33.8	0.4	47
Armstrong Ln	32	19.5	64.5	0.7	36
	31	6.8	50.5	0.6	44
	16	2.9	38.6	0.5	46
Louise Way	49	6.8	32.1	0.3	37
US 31EX	37	41.2	75.5	0.4	21
Oakbrooke Dr	40	5.9	34.1	0.3	29
US 31E	42	38.9	50.2	0.1	8
Bluegrass Way	61	3.7	38.8	0.4	36
Love Ave	67	0.7	18.3	0.2	41
Winning Colors Dr	65	1.2	23.5	0.3	46
Twin Eagles Pkwy	63	3.1	45.2	0.6	51
KY 1319	47	4.5	32.6	0.5	54
	45	3.0	36.6	0.5	51
Total		280.3	1287.5	13.6	38

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	0.8	34.7	0.6	59
KY 1319	47	3.6	34.1	0.5	54
Twin Eagles Pkwy	63	2.2	29.6	0.5	59
Winning Colors Dr	65	2.3	42.4	0.6	54
Love Ave	67	0.9	21.3	0.3	51
Bluegrass Way	61	0.7	17.0	0.2	44
US 31E	42	51.2	81.8	0.4	17
Oakbrooke Dr	40	7.0	19.2	0.1	22
US 31EX	37	12.6	40.4	0.3	24
Louise Way	49	4.8	44.0	0.4	36
	16	1.3	25.1	0.3	47
	31	2.1	37.7	0.5	47
Fisher Ln	32	11.4	52.1	0.6	42
	27	5.5	48.1	0.7	49
Greenbriar Rd	28	3.1	30.6	0.4	52
Bethel Church Rd	24	2.8	21.1	0.3	50
Lloyd Ln	21	17.6	84.7	1.1	46
Bells Mill Ln (KY 15	18	15.8	51.1	0.6	43
	17	6.9	32.3	0.4	47
	59	6.1	62.4	0.9	54
	53	7.2	64.9	1.0	54
	51	6.2	52.2	0.8	53
Hoot Owl Camp Rd	1	4.8	32.8	0.5	54
Lees Valley Rd	35	5.7	28.9	0.4	51
High School	30	1.7	25.2	0.4	53
	2	0.9	14.6	0.2	47
	14	0.9	10.1	0.1	45
Lakeview Dr	11	1.3	7.0	0.1	42
I-65 NB	3	9.2	20.1	0.1	24
I-65 SB	8	11.8	26.5	0.2	25
Adam Shepherd Pkwy	56	21.6	36.4	0.2	15
Hester St	52	7.9	20.7	0.1	20
Total		237.9	1149.1	13.8	43

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW
Directions Served	L	R	T	T	T	T
Maximum Queue (ft)	297	243	88	86	168	144
Average Queue (ft)	150	24	43	40	75	53
95th Queue (ft)	242	138	75	82	143	113
Link Distance (ft)	1160		928	928	647	647
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200				
Storage Blk Time (%)	2	0				0
Queuing Penalty (veh)	10	0				0

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	243	116	117	419	522	158	175	161	168
Average Queue (ft)	123	58	53	152	256	80	105	69	65
95th Queue (ft)	203	98	93	298	427	137	157	134	134
Link Distance (ft)	2610	2610	2610	687	687			928	928
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)						0	0		
Queuing Penalty (veh)						0	0		

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE
Directions Served	LTR	LT	R	L	TR
Maximum Queue (ft)	37	744	304	31	2
Average Queue (ft)	7	456	49	4	0
95th Queue (ft)	28	858	320	20	2
Link Distance (ft)	320	932	932		647
Upstream Blk Time (%)		3	1		
Queuing Penalty (veh)		0	0		
Storage Bay Dist (ft)				160	
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 15: Bend

Movement	SE	SE
Directions Served	T	
Maximum Queue (ft)	10	53
Average Queue (ft)	0	6
95th Queue (ft)	5	30
Link Distance (ft)	277	277
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	TR	T	R	L	TR
Maximum Queue (ft)	76	97	124	278	183	209	66
Average Queue (ft)	27	32	51	129	80	115	16
95th Queue (ft)	63	79	105	231	144	186	42
Link Distance (ft)		2152		3112	3112	1126	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	330		200				225
Storage Blk Time (%)				11		0	
Queuing Penalty (veh)				0		0	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	47	208	213	62	232	337	320	193	155	287
Average Queue (ft)	11	90	99	22	56	148	148	79	55	161
95th Queue (ft)	37	172	187	52	133	278	271	152	120	264
Link Distance (ft)		3112	3112			5623	5623	441		741
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	240				110	
Storage Blk Time (%)		0	0		0	1		7	2	
Queuing Penalty (veh)		0	0		0	2		5	2	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	129	81	8	141	146
Average Queue (ft)	43	4	0	45	56
95th Queue (ft)	100	35	6	109	109
Link Distance (ft)	5623	5623	1491	1477	
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					130
Storage Blk Time (%)				2	1
Queuing Penalty (veh)				3	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	EB	WB	SW
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	129	64	7	183
Average Queue (ft)	49	3	0	61
95th Queue (ft)	100	29	4	130
Link Distance (ft)	1491	1491	2268	1355
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	TR	L
Maximum Queue (ft)	36	229	224	56	95	115	172	170	31	206	298	46
Average Queue (ft)	8	118	115	19	32	57	63	67	5	87	130	13
95th Queue (ft)	28	194	192	47	74	97	135	136	18	163	229	37
Link Distance (ft)		3383	3383				3160	3160			581	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	220			230	300	300			235	175		100
Storage Blk Time (%)		0	0							1	3	
Queuing Penalty (veh)		0	0							2	4	

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	SB
Directions Served	TR
Maximum Queue (ft)	67
Average Queue (ft)	21
95th Queue (ft)	50
Link Distance (ft)	629
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 35: KY 44 & Lees Valley Rd

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	16	19
Average Queue (ft)	1	1
95th Queue (ft)	9	10
Link Distance (ft)	1907	1907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	L	TR	L	TR	L	TR
Maximum Queue (ft)	154	460	200	97	133	200	1165	100	343
Average Queue (ft)	133	163	69	31	47	85	502	27	141
95th Queue (ft)	179	407	184	73	102	196	1070	78	275
Link Distance (ft)		1319			939		2220		1364
Upstream Blk Time (%)							0		
Queuing Penalty (veh)							0		
Storage Bay Dist (ft)	105		150	110		150		125	
Storage Blk Time (%)	45	1	0	0	2	0	20	0	12
Queuing Penalty (veh)	55	2	0	0	1	2	28	0	4

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	159	294	176	134	41
Average Queue (ft)	80	81	71	6	8
95th Queue (ft)	179	322	139	63	29
Link Distance (ft)		669		1364	512
Upstream Blk Time (%)		3			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	17	1	0	0	
Queuing Penalty (veh)	19	0	0	0	

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	318	463	506	177	416	221	155	232	202	192	205	164
Average Queue (ft)	201	241	319	51	240	97	68	137	112	94	132	84
95th Queue (ft)	300	390	474	140	376	180	133	208	192	180	192	148
Link Distance (ft)			512		2004	2004		1186	1186			1675
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			2									
Storage Bay Dist (ft)	315	315		165			220			350	350	
Storage Blk Time (%)	1	1	11	0	25		0	1				
Queuing Penalty (veh)	3	8	55	0	9		0	0				

Intersection: 42: US 31E & KY 44

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	154	166
Average Queue (ft)	65	62
95th Queue (ft)	129	126
Link Distance (ft)	1675	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		605
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	111	20	113
Average Queue (ft)	38	1	41
95th Queue (ft)	89	9	87
Link Distance (ft)	2515	2624	821
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	162	162
Average Queue (ft)	42	36
95th Queue (ft)	122	115
Link Distance (ft)	1664	1664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	R
Maximum Queue (ft)	339	78	363	49
Average Queue (ft)	71	12	52	15
95th Queue (ft)	247	44	228	40
Link Distance (ft)	1861		526	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		80		80
Storage Blk Time (%)	6	0	4	0
Queuing Penalty (veh)	0	0	1	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	149	340	370	139	215	412	385	214	64	69	142	270
Average Queue (ft)	43	151	194	16	84	171	78	72	18	19	61	137
95th Queue (ft)	112	287	334	79	193	341	249	154	50	52	111	249
Link Distance (ft)		526	526			687	687			779	779	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	0	19	32		0	11	1	0	2	1		0
Queuing Penalty (veh)	1	9	5		1	18	4	1	0	0		0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	313	43	50
Average Queue (ft)	188	8	14
95th Queue (ft)	277	29	35
Link Distance (ft)		879	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	0		
Queuing Penalty (veh)	0		

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 259

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.3	0.1
Total Del/Veh (s)	6.9	4.7	6.1

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.0	0.0	0.0	0.5
Total Del/Veh (s)	24.5	13.1	13.6	16.0

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	14.1	0.0	0.0	4.3
Total Del/Veh (s)	383.3	39.5	54.7	149.4

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	14.0	251.7	9.2	1.5	11.8

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.9	0.2
Total Del/Veh (s)	22.7	15.0	49.3	25.6

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	2.8	0.2	0.2
Total Del/Veh (s)	14.7	11.7	40.1	47.0	16.5

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	7.8	0.3
Total Del/Veh (s)	19.8	2.8	475.8	33.4

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.0	0.0	1.5	0.2
Total Del/Veh (s)	9.0	3.3	86.1	16.2

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.1	1.6	1.3

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.4	1.2	2.1	0.4
Total Del/Veh (s)	23.1	18.3	25.1	29.6	21.3

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.6	0.2
Total Del/Veh (s)	17.1	4.7	12.1

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	33.7	2.2	0.0	0.0	6.9
Total Del/Veh (s)	171.9	131.4	90.9	19.8	88.1

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	195.2	0.0	0.1	18.3
Total Del/Veh (s)	349.0	13.8	5.4	35.0

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.7	1.7	0.8
Total Del/Veh (s)	73.2	52.4	68.6	65.5	65.5

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	903.0	330.1
Total Del/Veh (s)	19.1	4.3	365.1	93.5

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	30.2	5.2	18.3

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	3.0	0.4
Total Del/Veh (s)	10.2	11.8	16.2	11.4

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.5	3.4	1.0
Total Del/Veh (s)	51.7	92.5	37.2	50.0	68.8

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.5	0.8	2.5

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	5.6	2.8	4.6

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.0	3.4	3.2

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.0	1.1	1.1

Total Network Performance

Denied Del/Veh (s)	59.5
Total Del/Veh (s)	185.3

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	10.4	53.3	0.4	25
Adam Shepherd Pkwy	56	49.5	62.4	0.1	7
	8	57.4	75.6	0.2	7
I-65 NB	3	16.0	33.3	0.2	20
Lakeview Dr	11	4.5	16.5	0.1	29
	14	0.8	7.6	0.1	39
	2	0.6	10.9	0.1	42
High School	30	1.1	15.1	0.2	45
Lees Valley Rd	35	17.1	43.0	0.4	31
Hoot Owl Camp Rd	1	6.9	32.6	0.4	44
	51	3.5	38.7	0.5	45
	53	7.1	62.4	0.8	45
	59	9.7	78.4	1.0	44
	17	10.0	77.2	0.9	44
KY 1526	18	21.3	50.3	0.4	30
Bogard Ln	21	18.7	57.4	0.6	38
Bethel Church Rd	24	18.1	92.5	1.1	42
Greenbriar Rd	28	6.1	27.1	0.3	39
	27	2.7	34.8	0.4	46
Armstrong Ln	32	24.7	71.1	0.7	33
	31	8.2	52.5	0.6	42
	16	3.3	38.8	0.5	46
Louise Way	49	30.2	56.4	0.3	21
US 31EX	37	86.7	119.7	0.4	13
Oakbrooke Dr	40	10.7	38.8	0.3	25
US 31E	42	55.1	66.5	0.1	6
Bluegrass Way	61	3.8	38.5	0.4	37
Love Ave	67	1.0	19.4	0.2	38
Winning Colors Dr	65	3.0	26.4	0.3	41
Twin Eagles Pkwy	63	5.6	49.8	0.6	46
KY 1319	47	19.9	54.8	0.5	32
	45	5.6	39.0	0.5	47
Total		519.7	1540.6	13.6	32

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	1.1	35.0	0.6	59
KY 1319	47	4.9	35.4	0.5	52
Twin Eagles Pkwy	63	3.8	35.8	0.5	49
Winning Colors Dr	65	3.4	43.6	0.6	53
Love Ave	67	1.1	22.4	0.3	48
Bluegrass Way	61	0.8	17.1	0.2	43
US 31E	42	62.4	92.5	0.4	15
Oakbrooke Dr	40	7.4	19.2	0.1	22
US 31EX	37	17.7	43.5	0.3	23
Louise Way	49	6.5	45.8	0.4	34
	16	1.4	25.3	0.3	46
	31	2.4	38.0	0.5	47
Fisher Ln	32	10.4	49.3	0.6	45
	27	5.3	48.0	0.7	49
Greenbriar Rd	28	3.3	29.8	0.4	54
Bethel Church Rd	24	3.0	21.7	0.3	49
Lloyd Ln	21	10.2	77.4	1.1	50
Bells Mill Ln (KY 15	18	18.3	53.9	0.6	40
	17	6.8	32.2	0.4	47
	59	6.0	61.5	0.9	55
	53	7.3	65.4	1.0	53
	51	6.1	52.0	0.8	54
Hoot Owl Camp Rd	1	4.7	32.0	0.5	55
Lees Valley Rd	35	4.7	28.1	0.4	52
High School	30	1.6	24.8	0.4	54
	2	0.8	14.4	0.2	48
	14	0.8	10.1	0.1	46
Lakeview Dr	11	1.5	7.1	0.1	42
I-65 NB	3	16.7	27.6	0.1	17
I-65 SB	8	37.6	52.1	0.2	13
Adam Shepherd Pkwy	56	113.9	128.3	0.2	4
Hester St	52	11.3	23.5	0.1	18
Total		383.4	1292.9	13.8	38

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW	SW
Directions Served	L	R	T	T	T	T	R
Maximum Queue (ft)	545	250	250	261	302	238	147
Average Queue (ft)	266	137	126	123	149	111	6
95th Queue (ft)	455	331	227	229	256	204	67
Link Distance (ft)	1160		928	928	647	647	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		200					200
Storage Blk Time (%)	14	2				1	
Queuing Penalty (veh)	54	9				2	

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	2251	2184	2171	678	687	275	300	731	648
Average Queue (ft)	1424	1210	1152	362	432	203	248	341	294
95th Queue (ft)	2670	2660	2548	585	660	300	338	681	581
Link Distance (ft)	2610	2610	2610	687	687			928	928
Upstream Blk Time (%)	12	10	9	0	1			0	0
Queuing Penalty (veh)	0	0	0	1	4			1	0
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)						3	11	10	
Queuing Penalty (veh)						14	58	45	

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE	NE
Directions Served	LTR	LT	R	L	T	TR
Maximum Queue (ft)	37	278	57	57	6	9
Average Queue (ft)	8	136	9	17	0	0
95th Queue (ft)	31	307	52	44	5	6
Link Distance (ft)	320	932	932		647	647
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				160		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Bend

Movement	SE	SE	SE
Directions Served	T	T	
Maximum Queue (ft)	27	60	107
Average Queue (ft)	1	7	21
95th Queue (ft)	18	35	70
Link Distance (ft)	277	277	277
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	EB	WB	WB	SB	SB
Directions Served	L	T	TR	T	R	L	TR
Maximum Queue (ft)	106	328	288	345	71	622	325
Average Queue (ft)	38	167	172	170	31	344	64
95th Queue (ft)	84	296	279	304	60	541	249
Link Distance (ft)		2152		3112	3112	1126	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	330		200				225
Storage Blk Time (%)		5	6	25		28	
Queuing Penalty (veh)		26	31	0		17	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	T	TR	L	TR	LTR
Maximum Queue (ft)	133	346	349	206	119	186	170	166	149	195
Average Queue (ft)	25	153	157	32	51	72	71	53	58	98
95th Queue (ft)	78	293	296	120	99	151	146	120	117	175
Link Distance (ft)		3112	3112			5623	5623	441		741
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)	250			250	240				110	
Storage Blk Time (%)		2	2					1	4	
Queuing Penalty (veh)		1	3					1	2	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	EB	WB	SB	SB
Directions Served	LT	T	TR	L	R
Maximum Queue (ft)	331	326	23	980	180
Average Queue (ft)	144	85	2	428	66
95th Queue (ft)	291	255	12	1096	193
Link Distance (ft)	5623	5623	1491	1477	
Upstream Blk Time (%)				3	
Queuing Penalty (veh)				0	
Storage Bay Dist (ft)					130
Storage Blk Time (%)				67	1
Queuing Penalty (veh)				53	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	EB	WB	SW
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	238	178	12	679
Average Queue (ft)	116	32	0	269
95th Queue (ft)	204	128	7	721
Link Distance (ft)	1491	1491	2268	1355
Upstream Blk Time (%)				1
Queuing Penalty (veh)				0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	SB
Directions Served	L	T	T	R	L	L	T	T	R	L	TR	L
Maximum Queue (ft)	89	293	279	142	203	223	155	150	45	138	227	105
Average Queue (ft)	27	170	170	39	107	127	59	64	12	60	107	42
95th Queue (ft)	65	262	259	92	171	186	123	124	31	113	194	85
Link Distance (ft)		3383	3383				3160	3160			581	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	220			230	300	300			235	175		100
Storage Blk Time (%)		2	2			0					2	1
Queuing Penalty (veh)		1	2			0					1	0

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	SB
Directions Served	TR
Maximum Queue (ft)	77
Average Queue (ft)	25
95th Queue (ft)	57
Link Distance (ft)	629
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

Intersection: 35: KY 44 & Lees Valley Rd

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	289	308
Average Queue (ft)	107	111
95th Queue (ft)	265	279
Link Distance (ft)	1907	1907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	L	TR	L	TR	L	TR
Maximum Queue (ft)	155	1167	200	160	388	200	2109	87	551
Average Queue (ft)	134	767	185	110	154	123	1123	16	241
95th Queue (ft)	180	1499	248	182	387	227	2227	53	464
Link Distance (ft)		1319			939		2220		1364
Upstream Blk Time (%)		17					0		
Queuing Penalty (veh)		0					6		
Storage Bay Dist (ft)	105		150	110		150		125	
Storage Blk Time (%)	57	3	43	39	13	7	26		22
Queuing Penalty (veh)	236	16	108	37	12	83	47		6

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	199	665	278	549	45
Average Queue (ft)	134	354	98	104	8
95th Queue (ft)	243	813	206	401	29
Link Distance (ft)		669		1364	512
Upstream Blk Time (%)		36			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	57	4	0	4	
Queuing Penalty (veh)	97	2	3	6	

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	372	465	538	190	694	147	260	338	322	368	399	574
Average Queue (ft)	248	342	426	113	377	61	115	199	181	272	302	303
95th Queue (ft)	378	540	593	211	646	119	219	298	283	392	421	540
Link Distance (ft)			512		2004	2004		1186	1186			1675
Upstream Blk Time (%)			6									
Queuing Penalty (veh)			71									
Storage Bay Dist (ft)	315	315		165			220			350	350	
Storage Blk Time (%)	6	8	27	3	37		0	9		3	8	1
Queuing Penalty (veh)	40	56	138	15	39		1	9		10	27	6

Intersection: 42: US 31E & KY 44

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	516	302
Average Queue (ft)	277	132
95th Queue (ft)	465	244
Link Distance (ft)	1675	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		605
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	395	30	868
Average Queue (ft)	163	2	825
95th Queue (ft)	323	16	944
Link Distance (ft)	2515	2624	821
Upstream Blk Time (%)			93
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	475	464
Average Queue (ft)	182	180
95th Queue (ft)	540	540
Link Distance (ft)	1664	1664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	WB	NB	NB
Directions Served	TR	L	T	R	LT	R
Maximum Queue (ft)	343	104	410	53	75	68
Average Queue (ft)	115	37	91	2	20	30
95th Queue (ft)	287	86	294	52	54	55
Link Distance (ft)	1861		526	526	615	
Upstream Blk Time (%)			0			
Queuing Penalty (veh)			1			
Storage Bay Dist (ft)		80				80
Storage Blk Time (%)	9	0	7		0	0
Queuing Penalty (veh)	0	3	8		0	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	392	424	140	215	723	734	215	77	112	230	350
Average Queue (ft)	110	209	243	49	180	670	666	199	19	43	110	258
95th Queue (ft)	177	344	376	146	272	796	818	266	54	93	196	393
Link Distance (ft)		526	526			687	687			779	779	
Upstream Blk Time (%)		0	0			23	21					
Queuing Penalty (veh)		0	0			207	185					
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	21	30	46	0	20	60	17	29	1	9		2
Queuing Penalty (veh)	55	35	21	0	74	158	131	108	0	2		3

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	400	646	82
Average Queue (ft)	316	124	29
95th Queue (ft)	431	471	64
Link Distance (ft)		879	
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	15	0	0
Queuing Penalty (veh)	23	1	0

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	64	64
Average Queue (ft)	9	8
95th Queue (ft)	45	43
Link Distance (ft)	1549	1549
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 67: KY 44 & Love Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 2415

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	2.8	4.7	3.7

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.3	0.0	0.0	0.5
Total Del/Veh (s)	17.1	8.3	8.2	10.2

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	19.3	25.8	18.0	21.4

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.2	0.0	0.0	0.0
Total Del/Veh (s)	16.1	378.7	6.8	1.3	21.4

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.1
Total Del/Veh (s)	10.2	17.7	30.9	16.7

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.1	0.2	0.2
Total Del/Veh (s)	13.7	30.4	52.7	62.7	29.2

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.1	2.3	0.3
Total Del/Veh (s)	20.4	5.3	45.1	14.5

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	0.1	0.1	0.2	0.1
Total Del/Veh (s)	13.4	4.9	17.9	9.8

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.7	1.3

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	1.2	1.6	0.4
Total Del/Veh (s)	20.2	19.2	20.3	32.2	20.1

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.7	0.4
Total Del/Veh (s)	2.1	5.2	3.8

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	3.3	1.9	0.0	0.0	0.5
Total Del/Veh (s)	63.7	57.6	38.3	26.0	39.1

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	1.1	0.0	0.0	0.1
Total Del/Veh (s)	40.1	8.0	4.5	9.3

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.3	0.7	2.1	0.7
Total Del/Veh (s)	51.9	37.2	50.7	124.8	66.1

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.2	0.1
Total Del/Veh (s)	5.0	2.6	6.5	4.9

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	6.2	5.6	5.9

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	4.1	0.4
Total Del/Veh (s)	6.0	7.8	5.0	6.7

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.6	3.5	0.6
Total Del/Veh (s)	30.7	17.0	24.3	57.8	28.1

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	4.4	1.3	3.0

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	3.5	1.5	2.5

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	1.9	2.4	2.1

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	1.4	1.7	1.6

Total Network Performance

Denied Del/Veh (s)	1.3
Total Del/Veh (s)	97.5

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	6.0	48.7	0.4	27
Adam Shepherd Pkwy	56	31.6	45.3	0.1	9
	8	30.9	49.0	0.2	11
I-65 NB	3	4.4	22.0	0.2	30
Lakeview Dr	11	2.1	14.1	0.1	34
	14	0.4	7.3	0.1	41
	2	0.4	10.7	0.1	43
High School	30	0.7	15.2	0.2	45
Lees Valley Rd	35	2.1	27.3	0.4	49
Hoot Owl Camp Rd	1	2.8	27.8	0.4	52
	51	2.8	37.9	0.5	46
	53	5.8	61.1	0.8	46
	59	8.4	77.2	1.0	45
	17	8.8	75.9	0.9	45
KY 1526	18	8.5	35.8	0.4	42
Bogard Ln	21	14.3	57.0	0.6	38
Bethel Church Rd	24	20.4	94.0	1.1	41
Greenbriar Rd	28	12.9	33.3	0.3	32
	27	4.4	36.3	0.4	44
Armstrong Ln	32	21.2	66.5	0.7	35
	31	5.3	48.9	0.6	45
	16	2.7	38.4	0.5	46
Louise Way	49	6.2	29.8	0.3	40
US 31EX	37	37.7	71.8	0.4	22
Oakbrooke Dr	40	6.0	34.3	0.3	29
US 31E	42	36.7	48.0	0.1	9
Bluegrass Way	61	5.1	40.1	0.4	35
Love Ave	67	1.4	19.0	0.2	39
Winning Colors Dr	65	1.9	24.3	0.3	45
Twin Eagles Pkwy	63	3.5	45.7	0.6	50
KY 1319	47	4.6	32.7	0.5	53
	45	3.1	36.6	0.5	50
Total		303.3	1311.8	13.6	37

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	0.7	34.5	0.6	59
KY 1319	47	3.5	34.0	0.5	54
Twin Eagles Pkwy	63	2.1	29.5	0.5	59
Winning Colors Dr	65	2.4	42.2	0.6	55
Love Ave	67	1.7	22.1	0.3	49
Bluegrass Way	61	1.4	17.7	0.2	42
US 31E	42	53.4	83.9	0.4	17
Oakbrooke Dr	40	6.6	18.9	0.1	22
US 31EX	37	26.3	53.8	0.3	18
Louise Way	49	6.7	46.0	0.4	34
	16	1.3	25.3	0.3	46
	31	2.4	37.9	0.5	47
Fisher Ln	32	13.6	56.8	0.6	39
	27	6.7	49.7	0.7	47
Greenbriar Rd	28	5.0	32.7	0.4	49
Bethel Church Rd	24	5.6	24.0	0.3	44
Lloyd Ln	21	30.8	98.0	1.1	40
Bells Mill Ln (KY 15	18	20.0	59.1	0.6	37
	17	6.3	31.9	0.4	48
	59	5.8	62.1	0.9	55
	53	7.1	64.8	1.0	54
	51	6.1	52.2	0.8	53
Hoot Owl Camp Rd	1	4.7	32.7	0.5	54
Lees Valley Rd	35	5.2	28.4	0.4	52
High School	30	1.7	25.2	0.4	53
	2	1.0	14.6	0.2	47
	14	0.9	10.1	0.1	45
Lakeview Dr	11	1.3	7.0	0.1	42
I-65 NB	3	9.4	20.2	0.1	24
I-65 SB	8	11.6	26.2	0.2	25
Adam Shepherd Pkwy	56	21.1	36.0	0.2	15
Hester St	52	7.9	20.7	0.1	20
Total		280.2	1198.3	13.8	41

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW
Directions Served	L	R	T	T	T	T
Maximum Queue (ft)	325	249	87	88	185	140
Average Queue (ft)	150	28	43	42	77	52
95th Queue (ft)	256	151	76	80	151	109
Link Distance (ft)	1160		928	928	647	647
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)		200				
Storage Blk Time (%)	2	0				0
Queuing Penalty (veh)	10	1				0

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	243	129	116	385	500	152	172	159	158
Average Queue (ft)	123	57	51	163	258	80	107	69	63
95th Queue (ft)	204	100	90	311	424	136	158	135	128
Link Distance (ft)	2610	2610	2610	687	687			928	928
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)									
Queuing Penalty (veh)									

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE
Directions Served	LTR	LT	R	L
Maximum Queue (ft)	37	650	66	27
Average Queue (ft)	7	313	15	4
95th Queue (ft)	28	693	52	19
Link Distance (ft)	320	932	932	
Upstream Blk Time (%)		1		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				160
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 15: Bend

Movement	SE	SE
Directions Served	T	
Maximum Queue (ft)	9	61
Average Queue (ft)	0	7
95th Queue (ft)	6	33
Link Distance (ft)	277	277
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	TR	T	R	L	TR
Maximum Queue (ft)	80	213	200	101	192	50
Average Queue (ft)	28	81	112	50	95	14
95th Queue (ft)	64	179	187	83	162	36
Link Distance (ft)		2154	3112		1126	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	330			315		225
Storage Blk Time (%)			11		0	
Queuing Penalty (veh)			47		0	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	48	281	98	248	650	164	145	239
Average Queue (ft)	12	116	19	70	303	71	48	137
95th Queue (ft)	38	235	72	201	571	135	110	231
Link Distance (ft)		3112			5622	452		753
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250		250	240			110	
Storage Blk Time (%)		1		0	10	5	2	
Queuing Penalty (veh)		1		0	10	3	1	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	455	7	164	153
Average Queue (ft)	126	0	43	68
95th Queue (ft)	342	5	120	136
Link Distance (ft)	5622	1494	1489	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				130
Storage Blk Time (%)			1	6
Queuing Penalty (veh)			2	2

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	SW
Directions Served	LT	LR
Maximum Queue (ft)	420	146
Average Queue (ft)	116	53
95th Queue (ft)	305	115
Link Distance (ft)	1494	1367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 30: KY 44 & High School

Movement											
Directions Served											
Maximum Queue (ft)											
Average Queue (ft)											
95th Queue (ft)											
Link Distance (ft)											
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)											
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	TR	L	TR
Maximum Queue (ft)	81	394	165	96	133	289	22	181	297	46	52
Average Queue (ft)	8	163	18	35	57	103	4	72	116	13	15
95th Queue (ft)	48	322	85	80	106	235	14	139	227	38	40
Link Distance (ft)		3381				3160	3160		580		641
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	220		230	300	300			175		100	
Storage Blk Time (%)		4				0		0	3		0
Queuing Penalty (veh)		2				0		0	4		0

Intersection: 35: KY 44 & Lees Valley Rd

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	21	25
Average Queue (ft)	1	1
95th Queue (ft)	11	12
Link Distance (ft)	1907	1907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	L	TR	L	TR	L	TR
Maximum Queue (ft)	154	421	175	99	129	200	1096	149	545
Average Queue (ft)	131	150	64	31	48	93	449	36	296
95th Queue (ft)	181	364	155	75	100	207	976	106	489
Link Distance (ft)		1319			939		2220		1364
Upstream Blk Time (%)							0		
Queuing Penalty (veh)							0		
Storage Bay Dist (ft)	105		150	110		150		125	
Storage Blk Time (%)	40	1	0	1	2	0	19		18
Queuing Penalty (veh)	48	2	1	0	1	4	27		6

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	124	122	183	126	53
Average Queue (ft)	48	38	78	5	9
95th Queue (ft)	111	84	144	66	32
Link Distance (ft)		669		1364	512
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	2	0	0	0	
Queuing Penalty (veh)	2	0	0	0	

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	310	444	484	189	408	236	156	250	212	364	384	712
Average Queue (ft)	201	227	273	60	244	99	75	154	125	246	273	273
95th Queue (ft)	282	346	431	161	378	193	133	227	201	430	452	837
Link Distance (ft)			512		2005			1198	1198			1675
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			2									
Storage Bay Dist (ft)	315	315		165		450	220			350	350	
Storage Blk Time (%)	0	1	7	0	25			1		4	27	0
Queuing Penalty (veh)	2	4	37	0	93			1		5	36	0

Intersection: 42: US 31E & KY 44

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	636	155
Average Queue (ft)	229	63
95th Queue (ft)	760	127
Link Distance (ft)	1675	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		605
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	113	11	117
Average Queue (ft)	33	0	38
95th Queue (ft)	84	5	84
Link Distance (ft)	2515	2624	821
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	160	160
Average Queue (ft)	32	29
95th Queue (ft)	113	109
Link Distance (ft)	1664	1664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB
Directions Served	TR	L	T	R
Maximum Queue (ft)	276	84	384	54
Average Queue (ft)	62	12	53	16
95th Queue (ft)	211	45	238	43
Link Distance (ft)	1861		526	
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)		80		80
Storage Blk Time (%)	5		4	0
Queuing Penalty (veh)	0		1	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	149	351	395	118	214	367	340	212	63	67	142	301
Average Queue (ft)	40	151	195	15	86	162	69	71	18	17	64	133
95th Queue (ft)	113	296	351	77	194	312	222	151	50	48	116	257
Link Distance (ft)		526	526			687	687			779	779	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	1	20	34		1	10	1	0	1	1		0
Queuing Penalty (veh)	2	10	5		2	16	3	1	0	0		0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	340	38	46
Average Queue (ft)	188	8	13
95th Queue (ft)	291	27	33
Link Distance (ft)		879	
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	1		
Queuing Penalty (veh)	1		

Intersection: 61: KY 44 & Bluegrass Way

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 396

1: KY 44 & Hoot Owl Camp Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	7.7	4.2	6.5

3: KY 44 & I-65 NB Performance by approach

Approach	WB	NE	SW	All
Denied Del/Veh (s)	2.0	0.0	0.0	0.5
Total Del/Veh (s)	25.6	13.6	13.8	16.6

8: KY 44 & I-65 SB Performance by approach

Approach	EB	NE	SW	All
Denied Del/Veh (s)	19.4	0.0	0.0	6.0
Total Del/Veh (s)	464.3	41.8	56.0	175.1

11: KY 44 & Lakeview Dr Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	12.3	221.5	9.2	1.4	11.0

18: KY 1526/Bells Mill Ln (KY 1526) & KY 44 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	1.0	0.2
Total Del/Veh (s)	23.4	15.2	52.5	26.6

21: Bogard Ln/Lloyd Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	2.8	0.2	0.2
Total Del/Veh (s)	29.0	17.3	47.3	53.1	27.3

24: KY 44 & Bethel Church Rd Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	6.3	0.3
Total Del/Veh (s)	49.4	4.2	869.7	71.8

28: KY 44 & Greenbriar Rd Performance by approach

Approach	EB	WB	SW	All
Denied Del/Veh (s)	1.0	0.0	223.3	28.3
Total Del/Veh (s)	44.1	4.2	483.7	74.1

30: KY 44 & High School Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.2	1.6	1.3

32: Armstrong Ln/Fisher Ln & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	1.0	2.4	0.3
Total Del/Veh (s)	30.6	21.5	24.8	36.7	25.7

35: KY 44 & Lees Valley Rd Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.4	0.2
Total Del/Veh (s)	29.1	3.8	19.5

37: KY 44 & US 31EX Performance by approach

Approach	EB	WB	NE	SW	All
Denied Del/Veh (s)	31.2	2.2	0.0	0.0	6.6
Total Del/Veh (s)	182.6	133.5	67.8	16.3	81.6

40: KY 44 & Oakbrooke Dr Performance by approach

Approach	SB	NE	SW	All
Denied Del/Veh (s)	87.7	0.0	0.0	8.6
Total Del/Veh (s)	242.7	11.3	6.1	29.6

42: US 31E & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.5	0.8	677.1	263.2
Total Del/Veh (s)	65.8	63.2	72.7	367.7	147.0

47: KY 44 & KY 1319 Performance by approach

Approach	EB	WB	SB	All
Denied Del/Veh (s)	0.0	0.0	584.5	240.1
Total Del/Veh (s)	15.1	4.7	255.2	90.1

49: KY 44 & Louise Way Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	16.2	4.8	10.9

52: Hester St & KY 44 Performance by approach

Approach	EB	WB	NB	All
Denied Del/Veh (s)	0.5	0.0	3.0	0.4
Total Del/Veh (s)	9.7	11.3	15.2	10.9

56: Adam Shepherd Pkwy & KY 44 Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.5	3.3	1.0
Total Del/Veh (s)	54.1	101.7	39.2	50.5	73.0

61: KY 44 & Bluegrass Way Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.7	1.6	3.2

63: Twin Eagles Pkwy & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	4.6	2.8	3.7

65: Winning Colors Dr & KY 44 Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.1	0.0
Total Del/Veh (s)	2.4	3.5	3.0

67: KY 44 & Love Ave Performance by approach

Approach	EB	WB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	2.3	2.0

Total Network Performance

Denied Del/Veh (s)	141.1
Total Del/Veh (s)	247.0

Arterial Level of Service: EB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
Hester St	52	9.9	52.6	0.4	25
Adam Shepherd Pkwy	56	52.0	64.9	0.1	7
	8	58.1	76.1	0.2	7
I-65 NB	3	16.7	34.2	0.2	19
Lakeview Dr	11	4.5	16.5	0.1	29
	14	0.8	7.6	0.1	39
	2	0.6	10.9	0.1	42
High School	30	1.2	15.2	0.2	45
Lees Valley Rd	35	29.1	55.0	0.4	24
Hoot Owl Camp Rd	1	7.7	33.5	0.4	43
	51	3.6	38.8	0.5	45
	53	7.1	62.5	0.8	45
	59	9.8	78.5	1.0	44
	17	10.1	77.5	0.9	44
KY 1526	18	22.9	51.9	0.4	29
Bogard Ln	21	32.9	76.1	0.6	29
Bethel Church Rd	24	49.0	123.3	1.1	31
Greenbriar Rd	28	44.4	66.3	0.3	16
	27	6.9	38.9	0.4	41
Armstrong Ln	32	32.3	79.0	0.7	30
	31	5.8	49.6	0.6	45
	16	2.8	38.6	0.5	46
Louise Way	49	16.2	40.0	0.3	29
US 31EX	37	64.6	97.8	0.4	16
Oakbrooke Dr	40	8.9	37.0	0.3	27
US 31E	42	53.8	65.2	0.1	6
Bluegrass Way	61	5.6	40.5	0.4	35
Love Ave	67	1.7	20.1	0.2	37
Winning Colors Dr	65	2.4	26.0	0.3	42
Twin Eagles Pkwy	63	4.6	48.7	0.6	47
KY 1319	47	15.5	50.4	0.5	35
	45	5.0	38.4	0.5	48
Total		586.7	1611.3	13.6	30

Arterial Level of Service: WB KY 44

Cross Street	Node	Delay (s/veh)	Travel time (s)	Dist (mi)	Arterial Speed
	45	1.1	35.0	0.6	59
KY 1319	47	5.3	35.8	0.5	52
Twin Eagles Pkwy	63	4.2	35.8	0.5	49
Winning Colors Dr	65	3.5	44.0	0.6	52
Love Ave	67	2.3	23.7	0.3	46
Bluegrass Way	61	1.6	17.9	0.2	42
US 31E	42	70.6	100.9	0.4	14
Oakbrooke Dr	40	8.0	20.4	0.1	20
US 31EX	37	12.6	38.8	0.3	25
Louise Way	49	6.0	45.2	0.4	35
	16	1.4	25.3	0.3	46
	31	2.6	38.2	0.5	47
Fisher Ln	32	11.9	53.7	0.6	41
	27	6.3	49.2	0.7	48
Greenbriar Rd	28	4.2	30.8	0.4	52
Bethel Church Rd	24	4.7	23.4	0.3	45
Lloyd Ln	21	15.2	82.4	1.1	47
Bells Mill Ln (KY 15	18	18.4	57.4	0.6	38
	17	5.3	30.8	0.4	49
	59	5.6	61.6	0.9	55
	53	6.9	65.2	1.0	53
	51	5.9	52.0	0.8	54
Hoot Owl Camp Rd	1	4.2	31.3	0.5	56
Lees Valley Rd	35	3.8	27.0	0.4	54
High School	30	1.6	24.7	0.4	54
	2	0.8	14.4	0.2	48
	14	0.8	10.1	0.1	46
Lakeview Dr	11	1.4	7.0	0.1	42
I-65 NB	3	16.9	27.7	0.1	17
I-65 SB	8	40.4	54.9	0.2	12
Adam Shepherd Pkwy	56	123.4	137.6	0.2	4
Hester St	52	10.7	22.9	0.1	18
Total		407.9	1325.3	13.8	37

Intersection: 1: KY 44 & Hoot Owl Camp Rd

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 3: KY 44 & I-65 NB

Movement	WB	WB	NE	NE	SW	SW	SW
Directions Served	L	R	T	T	T	T	R
Maximum Queue (ft)	645	250	282	286	310	277	97
Average Queue (ft)	276	135	137	136	145	114	6
95th Queue (ft)	502	331	250	252	261	226	67
Link Distance (ft)	1160		928	928	647	647	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)		200					200
Storage Blk Time (%)	15	1				1	0
Queuing Penalty (veh)	58	7				3	0

Intersection: 8: KY 44 & I-65 SB

Movement	EB	EB	EB	NE	NE	SW	SW	SW	SW
Directions Served	L	>	>	T	TR	L	L	T	T
Maximum Queue (ft)	2611	2609	2592	677	699	275	300	722	641
Average Queue (ft)	1568	1449	1406	396	461	196	240	328	301
95th Queue (ft)	2848	2891	2804	638	695	290	333	676	594
Link Distance (ft)	2610	2610	2610	687	687			928	928
Upstream Blk Time (%)	11	10	10	0	1			1	0
Queuing Penalty (veh)	0	0	0	1	5			5	2
Storage Bay Dist (ft)						250	250		
Storage Blk Time (%)						2	8	12	
Queuing Penalty (veh)						10	44	52	

Intersection: 11: KY 44 & Lakeview Dr

Movement	EB	WB	WB	NE	NE	SW
Directions Served	LTR	LT	R	L	T	TR
Maximum Queue (ft)	37	255	33	53	7	2
Average Queue (ft)	9	119	7	15	0	0
95th Queue (ft)	33	259	29	43	5	1
Link Distance (ft)	320	932	932		647	362
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)				160		
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 15: Bend

Movement	SE	SE	SE
Directions Served	T	T	
Maximum Queue (ft)	18	56	86
Average Queue (ft)	1	5	17
95th Queue (ft)	13	29	58
Link Distance (ft)	277	277	277
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 18: KY 1526/Bells Mill Ln (KY 1526) & KY 44

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	TR	T	R	L	TR
Maximum Queue (ft)	318	590	283	59	474	324
Average Queue (ft)	50	306	130	24	282	54
95th Queue (ft)	179	520	245	54	426	220
Link Distance (ft)		2154	3112		1126	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	330			315		225
Storage Blk Time (%)		7	16		22	
Queuing Penalty (veh)		4	31		14	

Intersection: 21: Bogard Ln/Lloyd Ln & KY 44

Movement	EB	EB	EB	WB	WB	NB	NB	SB
Directions Served	L	T	R	L	TR	L	TR	LTR
Maximum Queue (ft)	227	730	300	154	294	129	138	208
Average Queue (ft)	37	335	67	47	107	42	57	86
95th Queue (ft)	147	690	243	106	228	98	114	162
Link Distance (ft)		3112			5622	452		753
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	250		250	240			110	
Storage Blk Time (%)		10			1	0	3	
Queuing Penalty (veh)		16			1	0	1	

Intersection: 24: KY 44 & Bethel Church Rd

Movement	EB	WB	SB	SB
Directions Served	LT	TR	L	R
Maximum Queue (ft)	1184	15	1196	180
Average Queue (ft)	425	1	597	47
95th Queue (ft)	1030	8	1340	166
Link Distance (ft)	5622	1494	1489	
Upstream Blk Time (%)			4	
Queuing Penalty (veh)			0	
Storage Bay Dist (ft)				130
Storage Blk Time (%)			77	1
Queuing Penalty (veh)			48	0

Intersection: 28: KY 44 & Greenbriar Rd

Movement	EB	WB	SW
Directions Served	LT	TR	LR
Maximum Queue (ft)	1046	4	1239
Average Queue (ft)	437	0	701
95th Queue (ft)	979	3	1664
Link Distance (ft)	1494	2273	1367
Upstream Blk Time (%)	0		35
Queuing Penalty (veh)	0		0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 30: KY 44 & High School

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 32: Armstrong Ln/Fisher Ln & KY 44

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	L	T	R	L	TR	L	TR
Maximum Queue (ft)	245	678	280	187	192	194	38	161	283	96	83
Average Queue (ft)	33	282	70	102	122	72	8	51	95	45	25
95th Queue (ft)	133	568	231	166	178	153	24	116	208	86	57
Link Distance (ft)		3381				3160	3160		580		641
Upstream Blk Time (%)									0		
Queuing Penalty (veh)									0		
Storage Bay Dist (ft)	220		230	300	300			175		100	
Storage Blk Time (%)		14							4	0	0
Queuing Penalty (veh)		21							2	0	0

Intersection: 35: KY 44 & Lees Valley Rd

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	408	408
Average Queue (ft)	182	186
95th Queue (ft)	448	453
Link Distance (ft)	1907	1907
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 37: KY 44 & US 31EX

Movement	EB	EB	EB	WB	WB	NE	NE	SW	SW
Directions Served	L	T	R	L	TR	L	TR	L	TR
Maximum Queue (ft)	155	1242	175	160	403	200	1750	111	510
Average Queue (ft)	134	812	158	114	178	120	825	20	165
95th Queue (ft)	181	1558	216	185	414	225	1821	66	393
Link Distance (ft)		1319			939		2220		1364
Upstream Blk Time (%)		20					0		
Queuing Penalty (veh)		0					2		
Storage Bay Dist (ft)	105		150	110		150		125	
Storage Blk Time (%)	59	4	35	40	15	4	23		15
Queuing Penalty (veh)	244	21	88	38	14	43	42		4

Intersection: 40: KY 44 & Oakbrooke Dr

Movement	SB	SB	NE	NE	SW
Directions Served	L	R	L	T	TR
Maximum Queue (ft)	199	664	235	454	49
Average Queue (ft)	126	283	87	86	7
95th Queue (ft)	239	711	189	331	29
Link Distance (ft)		669		1364	512
Upstream Blk Time (%)		20			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)	150		230		
Storage Blk Time (%)	49	4		3	
Queuing Penalty (veh)	83	1		5	

Intersection: 42: US 31E & KY 44

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	TR	L	T	R	L	T	TR	L	L	T
Maximum Queue (ft)	361	465	524	190	915	500	265	332	310	375	400	1720
Average Queue (ft)	229	322	409	122	519	230	128	203	185	366	398	1622
95th Queue (ft)	333	516	576	214	880	574	232	301	281	396	403	2006
Link Distance (ft)			512		2005			1198	1198			1675
Upstream Blk Time (%)			5									83
Queuing Penalty (veh)			53									0
Storage Bay Dist (ft)	315	315		165		450	220			350	350	
Storage Blk Time (%)	1	3	26	4	42		1	10		27	93	0
Queuing Penalty (veh)	7	20	130	41	176		2	10		91	310	0

Intersection: 42: US 31E & KY 44

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	1697	263
Average Queue (ft)	1561	88
95th Queue (ft)	2119	194
Link Distance (ft)	1675	
Upstream Blk Time (%)	26	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		605
Storage Blk Time (%)	0	
Queuing Penalty (veh)	0	

Intersection: 47: KY 44 & KY 1319

Movement	EB	WB	SB
Directions Served	LT	TR	LR
Maximum Queue (ft)	318	33	870
Average Queue (ft)	121	2	825
95th Queue (ft)	236	14	961
Link Distance (ft)	2515	2624	821
Upstream Blk Time (%)			93
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 49: KY 44 & Louise Way

Movement	EB	EB
Directions Served	T	T
Maximum Queue (ft)	362	350
Average Queue (ft)	99	91
95th Queue (ft)	321	311
Link Distance (ft)	1664	1664
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 52: Hester St & KY 44

Movement	EB	WB	WB	NB	NB
Directions Served	TR	L	T	LT	R
Maximum Queue (ft)	370	103	404	63	64
Average Queue (ft)	105	36	84	20	30
95th Queue (ft)	271	84	258	49	54
Link Distance (ft)	1861		526	615	
Upstream Blk Time (%)			0		
Queuing Penalty (veh)			0		
Storage Bay Dist (ft)		80			80
Storage Blk Time (%)	8	1	7	0	0
Queuing Penalty (veh)	0	4	7	0	0

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB
Directions Served	L	T	T	R	L	T	T	R	L	T	R	L
Maximum Queue (ft)	150	404	420	140	215	726	728	215	64	126	230	350
Average Queue (ft)	108	210	241	52	186	682	677	200	19	51	112	265
95th Queue (ft)	174	346	373	150	267	780	813	259	51	104	197	396
Link Distance (ft)		526	526			687	687			779	779	
Upstream Blk Time (%)			0			27	25					
Queuing Penalty (veh)			0			238	217					
Storage Bay Dist (ft)	100			90	165			165	65			300
Storage Blk Time (%)	20	33	49	0	17	62	17	29	1	13		2
Queuing Penalty (veh)	52	38	23	0	64	163	128	108	1	3		3

Intersection: 56: Adam Shepherd Pkwy & KY 44

Movement	SB	SB	SB
Directions Served	L	T	R
Maximum Queue (ft)	400	704	90
Average Queue (ft)	314	134	28
95th Queue (ft)	429	499	63
Link Distance (ft)		879	
Upstream Blk Time (%)		0	
Queuing Penalty (veh)		0	
Storage Bay Dist (ft)	300		125
Storage Blk Time (%)	16	1	
Queuing Penalty (veh)	24	4	

Intersection: 61: KY 44 & Bluegrass Way

Movement	NB
Directions Served	T
Maximum Queue (ft)	211
Average Queue (ft)	7
95th Queue (ft)	208
Link Distance (ft)	2005
Upstream Blk Time (%)	0
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 63: Twin Eagles Pkwy & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 65: Winning Colors Dr & KY 44

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 67: KY 44 & Love Ave

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 2832