

APPENDIX A. BISHOPVILLE TRUCK ROUTE PROJECT TRAFFIC ANALYSIS STUDY

PROJECT (S-69-08) FINAL TRAFFIC ANALYSIS STUDY

Prepared for:

Federal Highway Administration

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South Carolina Department of Transportation

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Appendix L – 2045 Proposed Alternatives Synchro Reports

1. INTRODUCTION

This study provides analysis of the anticipated impact of an alternative route around downtown Bishopville, South Carolina. The study analyzes existing and projected traffic conditions of two major corridors that pass through downtown Bishopville—U.S. 15 running north to south and SC 341 running east to west—as well as 12 proposed alternative routes. The study area and existing routes are shown in **Figure 1-1** below. Traffic currently passes through downtown Bishopville to and from Interstate 20 at the interchanges shown in **Figure 1-1**, adversely affecting local traffic conditions. To alleviate these conditions, alternative routes around the southeastern portion of downtown are proposed. These routes begin and end on U.S. 15 north and south of the downtown area, and bisecting SC 341 between downtown and I-20. This study evaluates AM and PM peak periods for existing 2019, 2045 no build, and 12 alternatives for 2045.



Figure 1-1: Study Area

1.1 PURPOSE AND NEED OF PROJECT

The primary purpose of the proposed Bishopville Truck Route project is to address the existing and future truck traffic traveling through downtown Bishopville, as well as improve economic development in the area.

U.S. 15 serves as the primary corridor through the downtown area, connecting I-20 to Bishopville, Hartsville, Bennettsville, and other towns in the northeastern region of South Carolina. The combination of regional truck movement with daily local commuter traffic creates congestion and noise pollution in the central business district. Implementing another route can provide a viable alternative for heavy vehicle traffic traveling through the downtown area, and this reduction in traffic should promote a safer and more pleasant downtown area to facilitate economic growth.

1.2 PURPOSE OF THE TRAFFIC ANALYSIS STUDY REPORT

The South Carolina Department of Transportation (SCDOT) requested a traffic study as part of the preparation of an Environmental Impact Statement (EIS) to evaluate 12 proposed alternatives for the Bishopville Truck Route improvements in Lee County, South Carolina. This traffic study seeks to evaluate the effect of these alternative routes on congestion, travel time, and safety on the study's existing and proposed routes. Existing and projected future traffic volumes, travel time studies, and recent crash data were analyzed to compare existing conditions with expected future conditions with and without the proposed alternatives.

1.3 DATA COLLECTION ACTIVITIES

Data collection activities for this project consisted of peak hour turning movement counts, crash data, travel time data, and rail crossing data for at-grade crossings on existing and proposed routes. Daily traffic volumes were collected at multiple locations in 2015 to evaluate traffic conditions and origin-destination patterns. These volumes were also used in this study to determine vehicle classification and daily traffic volumes on study corridors. The results of the origin-destination study were used to inform projected travel patterns on proposed alternatives. The count locations for the 2019 peak hour turning movement counts and the 2015 daily counts are shown in **Figure 1-2**.

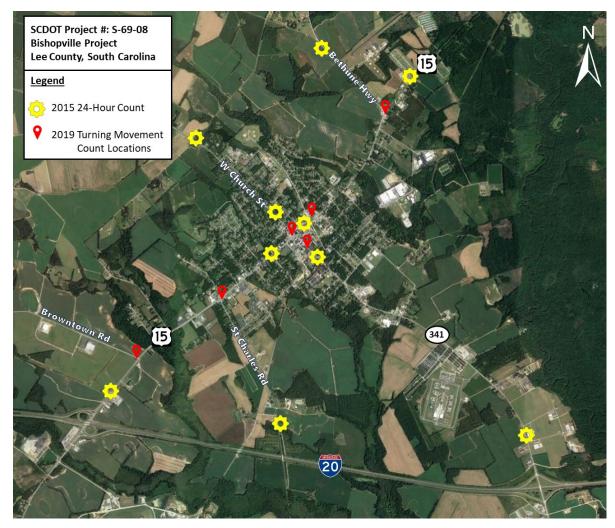


Figure 1-2: Count Locations

Travel time runs were performed during the morning and afternoon peak periods to document travel conditions on existing routes for comparison with potential travel times on the proposed alternate routes. These travel time runs were performed for U.S. 15 between Bethune Highway and I-20, and U.S. 15/SC 341 between Bethune Highway and I-20. These routes correspond to two origin-destination pairs for travel that may be affected by the introduction of an alternative route.

The proposed alternatives extend from Browntown Road to Bethune Highway on the southeast side of U.S. 15, crossing an existing railroad alignment twice. To determine the impact these crossings may have on travel time, crossing times were recorded near the intersection of Nettles Street and SC 341. Federal Railroad Administration (FRA) rail inventory data sheets were also reviewed.

Section 2 discusses the results of the data collection in more detail.

1.4 NEW ALIGNMENTS BEING CONSIDERED

This project evaluated four alignment options for an alternative route between Browntown Road and Bethune Highway on the southeast side of U.S. 15, crossing SC 341 in the vicinity of Jordan Lane. Alternatives 1, 2, 3, and 4 follow this route with variations in their alignment and the locations of their intersections with U.S. 15. For each alternative, the route is a three-lane cross section with a center two-way left turn lane (TWLTL) and a design speed of 55 mph. The alternatives are described with their respective figures below.

Alternative 1

Alternative 1 adds a fourth leg to the existing intersections of U.S. 15 with Browntown Road and Bethune Highway, and creates new intersections with St. Charles Road and SC 341, as shown in Figure 1-3. It is approximately 5.5 miles long, beginning at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads southeast for approximately one mile and intersects Dove Lane, then heads northeast for approximately one-quarter of a mile where it intersects with the South Carolina Central Railroad (SCRF) and St. Charles Highway (SC 154). It then heads slightly northeast for approximately sixtenths of a mile where it intersects Bradley Avenue, then heads east for approximately onehalf mile where it intersects English Mill Road. From there, it heads northeast approximately one-half mile, intersecting with Wisacky Highway (SC 341) before continuing northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCRF a second time, adding two side street connections to McGuirt Road. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15).



Figure 1-3: Proposed Alternative 1 Alignment

Similar to Alternative 1, Alternative 2 adds a fourth leg to the existing intersection of U.S. 15 with Browntown Road and creates new intersections with St. Charles Road and SC 341, as shown in Figure 1-4. Alternative 2 is approximately 4.6 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads slightly northeast for approximately three-quarters of a mile and intersects Wilkinson Road. It then continues slightly northeast for approximately one-quarter of a mile before intersecting St. Charles Highway (SC 154). From there, it heads east for approximately one-quarter of a mile where it crosses the SCRF. It then heads slightly southeast for approximately one-half of a of a mile where it intersects Bradley Avenue before heading east for approximately onehalf of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341) before continuing northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile, ending at a new intersection with N. Main Street (U.S. 15). This alternative closes Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new

roadway to Academy Road.



Alternative 3

Alternative 3 is approximately 4.8 miles long and begins approximately one-tenth of a mile southwest of the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile before intersecting with Wisacky Highway (SC 341). Alternative 3 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane, then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (U.S. 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a

connection from the new roadway to Academy Road, and replaces the intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341). Alternative 3 is presented in **Figure 1-5.**

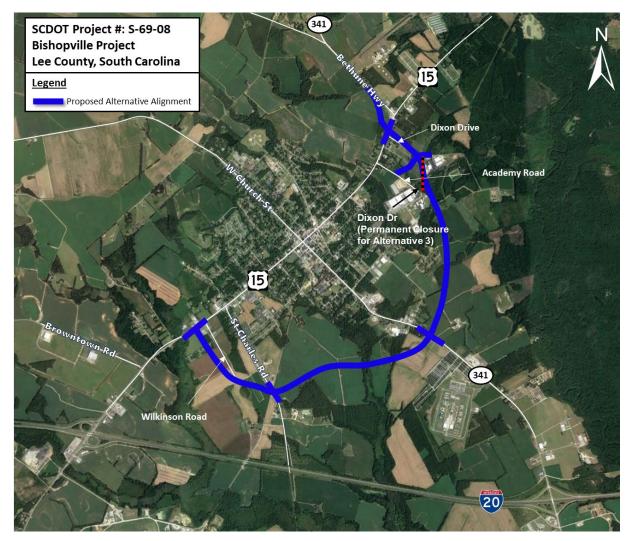


Figure 1-5: Proposed Alternative 3 Alignment

Alternative 4

A modified version of Alternative 3 is also proposed. This alignment replicates Alternative 3, with the exception that it intersects U.S. 15 in the south at the existing Wilkinson Road intersection, assuming part of its alignment. Alternative 4 is shown in **Figure 1-6.** Alternative 4 is approximately 4.7 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast along Wilkinson Road (SC 364) for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 4 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads

slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (US 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a connection from the new roadway to Academy Road, and replaces the existing intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341).

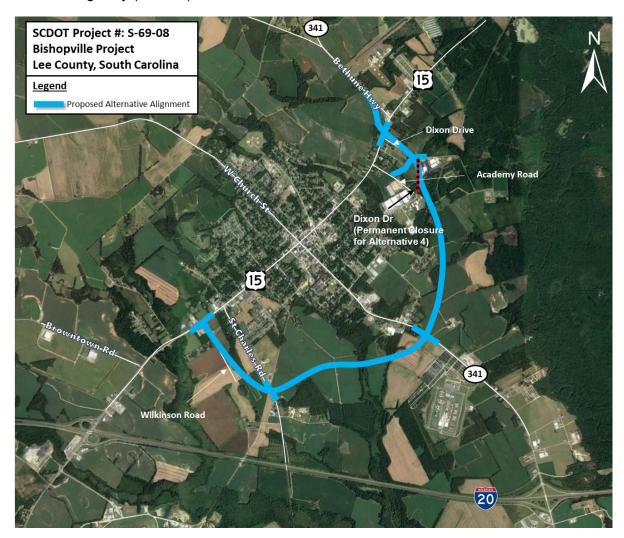


Figure 1-6: Proposed Alternative 4 Alignment

2. EXISTING CONDITIONS

2.1 ROAD AND INTERSECTION INVENTORY

The major travel routes in the study area include U.S. 15 and SC 341, both of which intersect with I-20 southwest and southeast of downtown Bishopville, respectively. U.S. 15 is a minor arterial bisecting downtown Bishopville from southwest to northeast. Beginning at I-20, it is a four-lane median-divided roadway, narrowing to a three-lane cross section with a center TWLTL following the St. Charles Road intersection. This is the typical cross section for most of the corridor before an additional southbound through lane is added from just south of Dixon Drive to Bethune Highway. SC 341 is also a minor arterial that connects downtown Bishopville to I-20 in the southeast. It is primarily a two-lane highway (in the study area that merges with U.S. 15) for the segment between downtown and Bethune Highway; there, it diverges and continues northwest as Bethune Highway. SC 341 intersects with a railroad line approximately ¼ mile south of downtown.

Secondary routes involved in this study include:

- Browntown Road, which extends from the west and terminates at U.S. 15 north of I-20. This intersection serves as the southern junction for Alternatives 1 and 2.
- St. Charles Road, which extends from the southeast beyond I-20 and terminates at U.S. 15 between Browntown Road and SC 341. The railway line also intersects St. Charles Road roughly midway between U.S. 15 and I-20.

Within the study area, both are two-lane roadways. **Figure 2-1** illustrates these corridors in the study area, including the rail corridor.

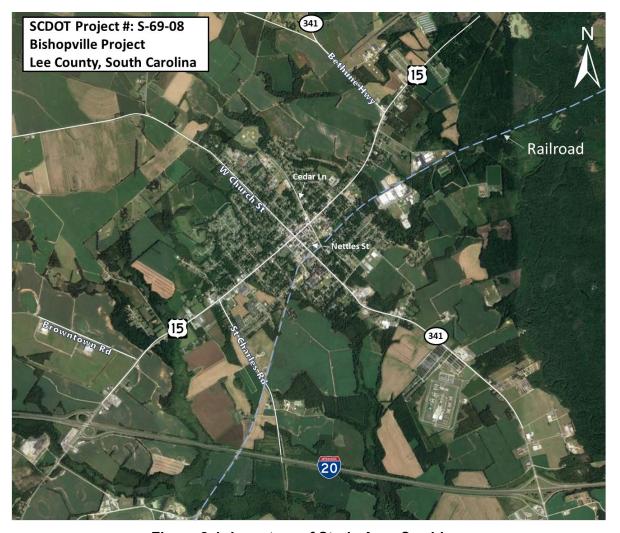


Figure 2-1: Inventory of Study Area Corridors

There are four existing signalized intersections in the study area:

- U.S. 15 at St. Charles Road/McIntosh Street
- U.S. 15 at SC 341 (Church Street)
- U.S. 15 at Cedar Lane
- SC 341 (Church Street) at Nettles Street

Signal timing information for these intersections was included in this study for the purposes of accurately estimating the effects of these signals on travel time and the effects of the proposed alternatives on signal operation. Timing and layout information for these signals was provided by SCDOT and is available in **Appendix A**.

Important elements to note include:

- The three signalized intersections on U.S. 15 have left turn lanes on U.S. 15. These turn lanes are supplemented with median dividers between SC 341 and Cedar Lane in downtown, which contain mid-block pedestrian crossings with island refuges.
- The St. Charles Road intersection is an offset intersection with McIntosh Street. The

side street phases do not operate at the same time.

- SC 341 at Nettles Street is the only signalized intersection on SC 341 south of downtown, and all approaches are single lane with all movements allowed.
- There are two notable stop-controlled intersections on U.S. 15, one at Browntown Road and one at Bethune Highway. These intersections are significant because the proposed alternatives generally connect to U.S. 15 at or in the vicinity of these intersections. Both are currently T-intersections.

The geometry of the intersections is detailed further in Figure 2-2.

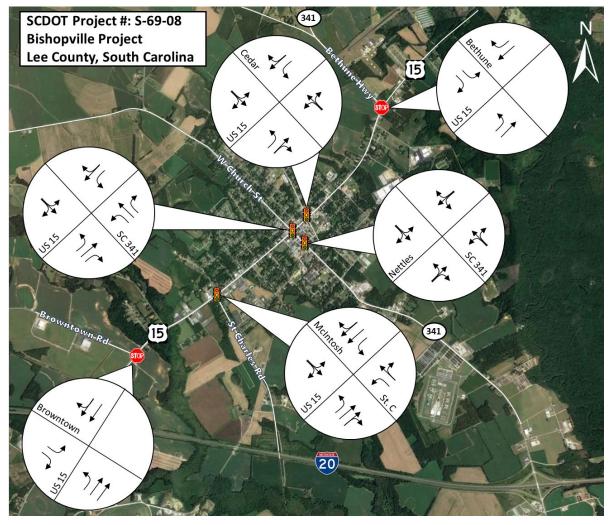


Figure 2-2: Existing Intersection Geometries

Speed limit information was gathered from posted speed limits using Google Earth. The speed limit is generally 40–45 mph outside of downtown and decreases to 25 mph as drivers approach downtown. **Figure 2-3** shows the speed limit zones.

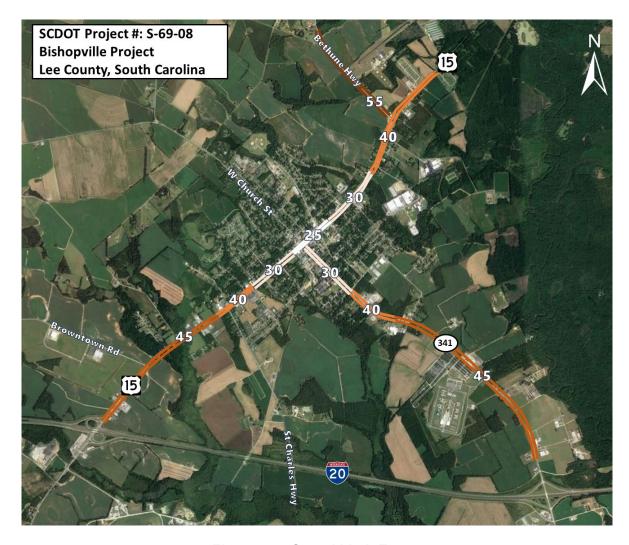


Figure 2-3: Speed Limit Zones

2.2 ANNUAL AVERAGE DAILY TRAFFIC

SCDOT collects vehicle counts on state corridors and generates an Annual Average Daily Traffic (AADT) value from this data, which is available online. In 2015, 24-hr traffic volumes were collected on weekdays for this project at locations similar to SCDOT's collection points. **Figure 2-4** illustrates the 2015 collected ADTs and 2015 SCDOT AADTs in the study area. The 2015 data collection reports are provided in **Appendix B**.



Figure 2-4: 2015 ADT and 2015 SCDOT AADT

Figure 2-5 shows the historical volume changes for segments of the study area over the period 2009 to 2018 based on SCDOT AADT data. A color-coded map accompanies this figure to denote the segments in which the different volumes are attributed. For example, the purple line in **Figure 2-5** corresponds to the segment of U.S. 15 between St. Charles Road and Church Street.

The data show that traffic volumes on major routes in the study area have generally remained the same or declined over this 10-year period. The segment of Bethune Highway northwest of U.S. 15 (orange) was the only location to show growth greater than 0.5 percent per year.

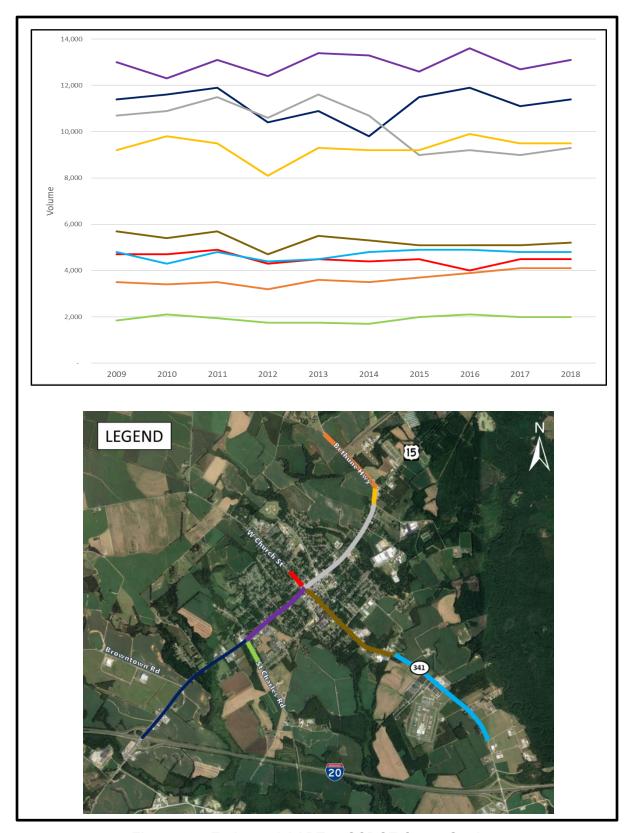


Figure 2-5: Estimated AADT at SCDOT Count Stations

2.3 VEHICLE CLASSIFICATION

The collected 2015 daily traffic volumes were used to determine vehicle classification on segments in the corridor. Vehicle classification data were divided into two categories based on input from the Bishopville community—automobiles were designated using FHWA classes 1–3 and heavy vehicles were designated using FHWA classes 4–12. Throughout this study, "heavy vehicles" will refer to FHWA classes 4–12. An FHWA classification chart is provided in **Appendix C** for reference. **Figure 2-6** shows the breakdown on segments across the study area. The figure shows a higher concentration of heavy vehicles on U.S. 15 between downtown and Bethune Highway that decreases on the southern segments of U.S. 15 and SC 341. The 2015 data collection reports of vehicles by class are provided in **Appendix D**.

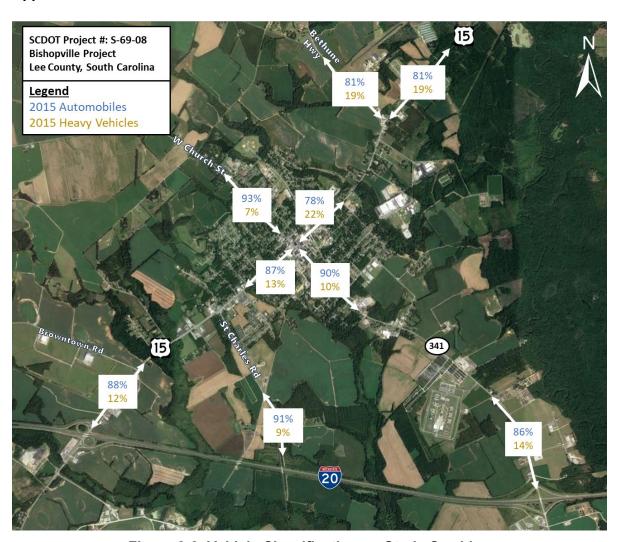


Figure 2-6: Vehicle Classification on Study Corridors

2.4 ORIGIN-DESTINATION STUDY

An analysis of the origin and destination of vehicles in the study area was completed using two days of vehicle data collected in 2015 for this purpose. The six studied origin-destination points include:

- U.S. 15 north of I-20
- St. Charles Road north of I-20
- W. Church Street
- SC 341 north of I-20
- Bethune Highway near Airport Road
- U.S. 15 north of Bethune Highway

Of the total traffic data collected, an average of 39% were captured during the O-D collection efforts travelling between these locations. Maps showing the destination of traffic traveling from each of these locations to the other five are available in **Appendix E.** Tables showing the data, weighted average trips, and the distribution of vehicles between the six locations (total, auto, and heavy vehicles) are also provided.

Analysis showed that the primary traffic routes through Bishopville are U.S. 15 across the study corridor and SC 341 between downtown and I-20. **Figure 2-7** shows the degree of use for the three main routes by automobile and heavy vehicle, with percentages representing the proportion of all O-D traffic of that type traveling the route. 1/3 of all O-D traffic of either class travels U.S. 15 between I-20 and north of Bethune Highway (orange route). The blue and green routes represent the second highest group of O-D traffic. In general, more O-D traffic utilizes U.S. 15 than SC 341. Tables showing the total distribution of auto and heavy vehicle traffic are provided in **Appendix E**, with color coding for the relevant origin-destination to match **Figure 2-7**.



Figure 2-7: Distribution of Traffic by Type Across Major Routes

2.5 TRAVEL TIME SURVEY

Part of this study involved evaluating the potential travel time savings of the alternative routes. To evaluate this, travel time runs were performed to determine average travel times during AM and PM peak period conditions. AM runs were performed from 7:00–9:00 AM on Thursday October 17, 2019 and PM runs were performed from 4:00–6:00 PM on Tuesday October 15, 2019. **Figure 2-8** shows the two routes that were recorded and the travel time data for each run is available in **Appendix F.** Because the peak hour volumes on the main routes don't heavily favor a direction (this is illustrated in Section 2.8) and the recorded travel times weren't heavily directional, the travel times for both directions were averaged for the respective route throughout this report to simplify the presentation of data in maps and when comparing among prospective alternatives. The average travel times during the peak hour and the entire peak period are both displayed in **Figure 2-8** and are relatively similar, differing by at most 10-15 seconds.

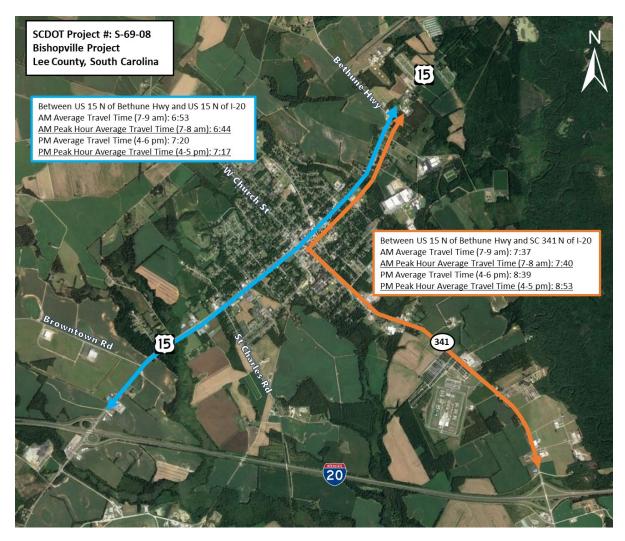


Figure 2-8: Travel Time Run Results

2.6 CRASH ANALYSIS

Detailed crash data were collected for crashes that occurred within the study area between January 2013 and June 2019. The crash study segments include U.S. 15 from I-20 to Bethune Highway, Bethune Highway between Lucknow Road and U.S. 15, and SC 341 from I-20 to U.S. 15. **Tables 2-1** through **2-4** show crashes by severity and year for each of these segments. Note that 2019 only represents six months of data. Raw crash data is provided in **Appendix G**, summarized by segment in the same order as **Tables 2-1** through **2-4**.

Table 2-1: Crash Summary - SC 341

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	8	4	1	0	13
2014	5	1	1	0	7
2015	3	3	0	0	6
2016	7	2	2	0	11
2017	8	0	0	0	8
2018	11	2	0	0	13
2019*	7	1	2	0	10
Total	49	13	6	0	68

Source: SCDOT (*six months of data)

Table 2-2: Crash Summary - U.S. 15 (north of SC 341)

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	8	3	0	0	11
2014	6	1	0	0	7
2015	6	2	0	0	8
2016	10	2	1	1	14
2017	13	3	0	0	16
2018	16	3	0	0	19
2019*	2	0	0	0	2
Total	61	14	1	1	77

Source: SCDOT (*six months of data)

Table 2-3: Crash Summary - U.S. 15 (south of SC 341)

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	10	4	0	0	14
2014	8	0	0	1	9
2015	8	6	3	1	18
2016	14	7	1	0	22
2017	12	5	1	0	18
2018	10	1	0	0	11
2019*	11	0	1	0	12
Total	73	23	6	2	104

Source: SCDOT (*six months of data)

Table 2-4: Crash Summary - Bethune Highway

Year	No Injury	Possible Injury	Non-Incapacitating Injury	Incapacitating Injury	Total
2013	0	0	0	0	0
2014	0	0	0	0	0
2015	1	1	0	0	2
2016	3	0	0	0	3
2017	0	0	0	0	0
2018	3	0	0	0	3
2019*	0	1	0	0	1
Total	7	2	0	0	9

Source: SCDOT (*six months of data)

In total, there were 258 crashes on these routes in this area during the 6.5-year time period. The segment of roadway with the highest frequency of crashes was U.S. 15 south of SC 341 with 104 of the 258 crashes during the time period. Total crashes per year on all routes rose to 50 in 2016 before declining to the 40s in the next two years. In 2019, there were 25 crashes in the first six months, suggesting that the year would document a total of 50 crashes again if it stayed on the same trend.

Crash statistics for type and severity are shown by segment in **Tables 2-5** and **2-6**. The highest percentage of crashes were classified as "angle" and accounted for 35 percent. The second highest was "rear-end" at 31 percent. **Table 2-6** shows that the majority of crashes did not result in injury.

Table 2-5: Crash Type by Segment

		Num	ber of Crasl	nes		Percent Distribution of Crashes				
Crash	U.S. 15	U.S. 15	SC 341	SC 341		U.S. 15 (S	U.S. 15 (N	SC 341	SC 341	
Classification	(S of	(N of	(Wisacky	(Bethune	Total	of 341)	of 341)	(Wisacky	(Bethune	Total
	341)	341)	Hwy)	Hwy)		01 541)	01 341)	Hwy)	Hwy)	
Angle	35	34	20	2	91	34%	44%	29%	22%	35%
Backed Into	3	0	1	0	4	3%	0%	1%	0%	2%
Head On	2	1	5	0	8	2%	1%	7%	0%	3%
Not Collision										
w/ Motor	14	10	17	6	47	13%	13%	25%	67%	18%
Vehicle										
Rear-End	34	28	19	0	81	33%	36%	28%	0%	31%
Sideswipe	16	4	6	1	27	15%	5%	9%	11%	10%
Total	104	77	68	9	258	100%	100%	100%	100%	100%

Source: SCDOT

Table 2-6: Severity by Segment

	Number of Crashes Percent Distribution of Crashes									
Crash Severity	U.S. 15 (S of	U.S. 15 (N of	SC 341 (Wisacky	SC 341 (Bethune	Total	U.S. 15 (S of	U.S. 15 (N of	SC 341 (Wisacky	SC 341 (Bethune	Total
	341)	341)	Hwy)	Hwy)	TOTAL	341)	341)	(Wisacky Hwy)	Hwy)	TOTAL
No Injury	73	61	49	7	190	70%	79%	72%	78%	74%
Possible Injury	23	14	13	2	52	22%	18%	19%	22%	20%
Non- Incapacitating Injury	6	1	6	0	13	6%	1%	9%	0%	5%
Incapacitating Injury	2	1	0	0	3	2%	1%	0%	0%	1%
Total	104	77	68	9	258	100%	100%	100%	100%	100%

Source: SCDOT

Crash rates were estimated for each roadway segment and are presented in **Table 2-7.** The crash rates were calculated as the average number of crashes per million vehicle-miles of travel per year. The total crash rates are highest on U.S. 15 (north of SC 341) at a rate of 2.480, which may be attributed to high volumes and frequency of driveways and intersections. The second highest crash rate is on U.S. 15 (south of SC 341) with a rate of 2.078.

Table 2-7: Crash Rate by Segment

	Segment (MPT)		AADT	Total	la saus	Total	Incap.
Road	From	То	(2018)	Total Crashes	Incap. Injury	Crash Rate	Injury Crash Rate
11 C 15 (North of CC 241)	11.030	12.270	9300	62	0	2.854	0
U.S. 15 (North of SC 341)	12.270	12.455	9500	15	1	0.676	0.452
Total	11.030	12.455	9300	77	1	2.480	0.032
11.C 45.(C-111) - £CC 244)	9.280	10.160	11400	38	2	1.427	0.201
U.S. 15 (South of SC 341)	10.160	11.030	13100	66	0	2.157	0
Total	9.280	11.030	12200	104	2	2.078	0.040
Bethune Highway	8.721	9.722	4100	9	0	0.940	0
Total	8.721	9.722	4100	9	0	0.940	0.000
	11.140	12.361	5200	40	0	3.293	0
SC 341	12.361	12.612	4800	10	0	0.892	0
	12.612	14.174	4800	18	0	1.605	0
Total	11.140	14.174	5000	68	0	1.934	0.000

Source: SCDOT

The crash data did not indicate any trends that would be alleviated through the introduction of an alternative route around downtown Bishopville, though a shift in volume from the main roadways to the alternative route should correspond with a reduction in crash frequency on the main roadways.

The crash data was also reviewed for crashes related to tractor-trailer type vehicles to determine the potential impact if these vehicle types were to shift to the new alternative route. The data categories related to tractor-trailer type vehicles were assumed to be "Truck Tractor" or "Other Truck." The limits that would be affected by the introduction of an alternative route are U.S. 15 between Browntown Road in the south and Bethune Highway in the north, and SC 341 between U.S. 15 in the west and the proposed intersection with the alternative in the east (north of Jordan Lane). The data was filtered to show these vehicle types within these limits, resulting in 26 crashes over the January 2013 and June 2019 period. Three of the 26 crashes were single vehicle, so the majority involved vehicle-to-vehicle interaction. There is potential that these crash occurrences could be reduced on the existing routes if the composition of heavy vehicles on existing routes declines, reducing the opportunity for interaction between heavy vehicles and personal automobiles. However, a crash-related benefit of trucks shifting travel to the alternative route could not be defined with any level of certainty.

2.7 RAILROAD ACTIVITY

The proposed alternatives extend from Browntown Road to Bethune Highway on the southeast side of U.S. 15. This provides the potential for at least two railroad crossing occurrences on the proposed alternative roadways. To determine the impact these crossings may have on travel time, crossing times were recorded at the crossing south of the intersection of Nettles Street and SC 341 and FRA rail inventory data sheets for 11 crossings were reviewed. The recorded crossings and FRA documentation can be found in

Appendix H.

Documentation for 11 at-grade crossings in Bishopville along the South Carolina Central Railroad Company corridor between Academy Road in the northeast and St. Charles Road in the southeast show a consistent estimation of four through trains per 24-hour period, two between 6:00 AM and 6:00 PM and two between 6:00 PM and 6:00 AM. Crossings from 6:00 PM to 6:00 AM should not affect peak traffic flow, so half of the potential crossings were not of concern. Train activity at the crossing south of the intersection of Nettles Street and SC 341 was recorded for this study to verify the crossing volume and determine the times. The recordings showed two crossings between 9:45 and 11:15 AM for approximately 3–4 minutes each. This activity was deemed negligible and was not factored into traffic simulations

2.8 EXISTING TRAFFIC VOLUMES

Turning movement counts were conducted in October of 2019 for the six intersections noted in **Figure 1-2**. A morning count was performed from 7:00 to 9:00 AM and an evening count was performed from 4:00 to 6:00 PM. Analysis of the turning movement counts showed the AM peak hour to be 7:15 to 8:15 AM and the PM peak hour to be 4:00 to 5:00 PM. The turning movement counts are depicted in **Figure 2-9**. The count reports are available in **Appendix I**.

The figure shows relatively moderate traffic typical for an area of Bishopville's size. Notable movements include heavy turning traffic between Bethune Highway and U.S. 15 on the south side of the intersection, and heavy left turn traffic from SC 341 to U.S. 15 in the PM peak.

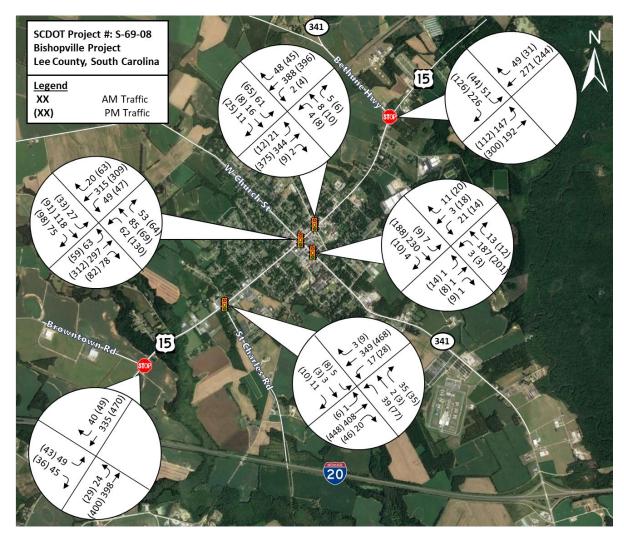


Figure 2-9: Existing Traffic Volumes

2.9 EXISTING LEVEL OF SERVICE

To evaluate the current operations of the traffic-controlled intersections, capacity and level of service were determined using the methods outlined in the 6th Edition of the Highway Capacity Manual published by the Transportation Research Board (TRB). Signalized and unsignalized intersections were evaluated using level of service (LOS) designations, which are based on calculated intersection delays.

LOS and capacity are the measurements of an intersection's ability to accommodate traffic volumes. Capacity is typically expressed as a ratio, with 1 signifying an intersection operating at full capacity. LOS for intersections range from A to F, with LOS A signifying free flowing traffic and LOS F signifying saturated conditions. LOS C and D are typical design values. Within urban areas, LOS D (delay between 35 and 55 seconds) is considered acceptable by the Institute of Transportation Engineers (ITE) for signalized intersections, especially for peak hour traffic. A full level of service description for signalized intersections is presented in **Table 2-8**.

Table 2-8: Level of Service Descriptions for Signalized Intersections

LOS	Average Control Delay per Vehicle (seconds)	Description
А	<u><</u> 10.0	Very low delay with extremely favorable progression. Most vehicles don't stop.
В	> 10.0 and <u><</u> 20.0	Generally good progression. Increase number of stops from that described for LOS "A" resulting in higher delays
С	> 20.0 and ≤ 35.0	Fair progression with increased delay. Number of stopping vehicles become significant; however, many still pass through the intersection without stopping. Stable flow.
D	> 35.0 and <u><</u> 55.0	The influence of congestion becomes more noticeable. Longer delays resulting from unfavorable progression, longer cycles, or high V/C ratios. Approaching unstable flow.
Е	> 55.0 and <u><</u> 80.0	Limit of acceptable delay. Long delays associated with poor progression, long cycles, or high V/C ratios.
F	> 80.0	Unacceptable operation resulting from oversaturation (flow rates exceed capacity). Poor progression, long cycles, and high V/C ratios.

SOURCE: Highway Capacity Manual, TRB Special Report 209

Unsignalized intersection levels of service have lower thresholds of delay than signalized intersections. For urban arterials, minor approaches may frequently experience LOS E as a result of infrequent gaps sufficient enough to make the turn. A full level of service description for unsignalized intersections is presented in **Table 2-9**.

Table 2-9: Level of Service Descriptions for Unsignalized Intersections

Level of Service	Average Control Delay per Vehicle (seconds)
Α	<u>≤</u> 10.0
В	> 10.0 and <u><</u> 15.0
С	> 15.0 and <u><</u> 25.0
D	> 25.0 and <u><</u> 35.0
E	> 35.0 and <u><</u> 50.0
F	> 50.0

SOURCE: Highway Capacity Manual, TRB Special Report 209

Existing conditions were modeled and analyzed using Synchro (v. 10) software. The study intersections operate at acceptable levels of service. **Figure 2-10** illustrates the lane-group LOS for each of the intersections as well as the overall LOS for each intersection (based on capacity). The detailed Synchro reports are available in **Appendix J.**

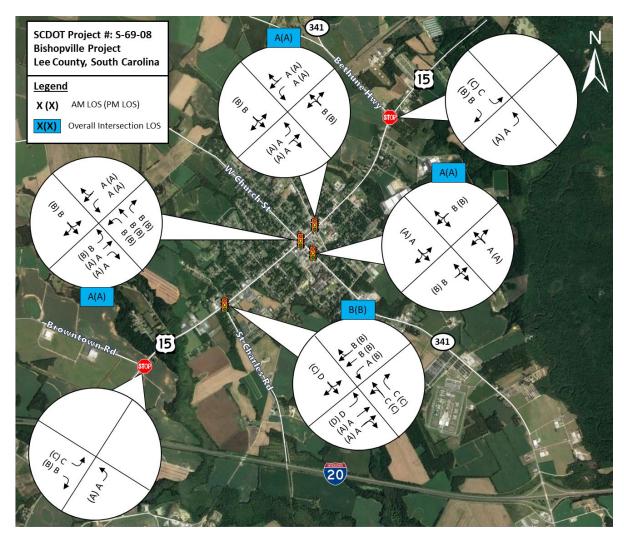


Figure 2-10: Existing Conditions Level of Service Characteristics

3. AADT ANALYSIS METHODOLOGY

Evaluating existing and proposed roadways using Average Annual Daily Traffic (AADT) volumes is a common method used to understand capacity issues and visualize traffic flow on a roadway at a general level. Prior to this study, AADT volumes were derived for the corridor using the regional travel demand model and presented in the *Bishopville Truck Route Traffic Alternative Analysis Initial Results Summary*. This document described the process of calibrating and validating the regional travel demand model during the early development and evaluation of proposed alternative routes. Travel demand models are intended to be used to estimate daily traffic volumes for large areas and are therefore not typically calibrated to replicate peak hour turning movements at the local level. This is due to the standards for calibration and replication of traffic volume estimation on such roadways, as well as the design of the travel demand model. Therefore, the travel demand volumes were evaluated with respect to other sources of AADT information to determine appropriate values, which is typical practice when using a regional travel demand model for a smaller-scale study area. The method for this is described in the following section.

Instead of relying on the travel demand model for volume information, the model was used to determine the proportion of vehicles that will divert to the proposed alternative routes and to develop growth rates for future volumes that reflect the effect land use may have on regional traffic flow and overall traffic growth. These growth rates were then used to identify an average factor for total traffic growth between the model base year (2015) and forecast year (2045).

3.1 AADT COMPARISON AND ADJUSTMENT

Three sources of AADT and ADT information were evaluated to accurately depict average existing and projected future traffic in Bishopville: 2015 SCDOT AADT volume estimations, daily project counts, and 2015 volume estimations from the travel demand model. **Figure 3-1** shows the volumes from each source. The SCDOT volumes were initially cross-referenced to the collected volumes and were found to be similar at all locations except Bethune Highway. The 2015 travel demand model AADT did not consistently align with either the SCDOT or collected volumes, especially on U.S. 15 south of SC 341.



Figure 3-1: AADT Comparison

By comparing the three sources of data, adjusted AADTs were developed to accurately portray the 2015 volumes. These adjusted volumes typically favored the SCDOT AADT estimate. The adjusted volumes are presented in **Figure 3-2**.

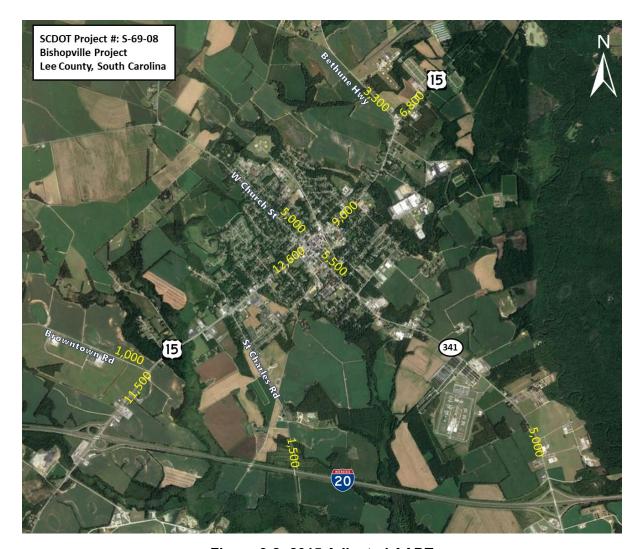


Figure 3-2: 2015 Adjusted AADT

The results show higher AADT on U.S. 15 south of SC 341 than U.S. 15 north of SC 341 or SC 341. As the tables of O-D traffic information in **Appendix E** show, the majority of traffic travelling through Bishopville exits via the segment of U.S. 15 near I-20, even traffic entering the study area from SC 341 near I-20. While Figure 3-2 represents all traffic, not just O-D traffic travelling through the study area, it is still reasonable to infer that this explains the heavier volumes on the southern section of U.S. 15. The north/south imbalance will be explored further in the alternative scenarios described below.

3.2 PROJECTED 2045 AADT

Analysis of historical traffic growth and travel demand model projections were both taken into consideration in determining an appropriate growth rate for the study area. Historical traffic growth was shown to be minimal in Section 2.2. **Table 3-1** lists the existing and projected model volumes for relevant segments within the study area, as well as growth factors calculated from those volumes. Generally, the model predicts higher average annual growth factors for these segments than what would be expected based on historical analysis.

Table 3-1: Model-Derived Growth Factors

Segment	2015	2045	Growth Factor
Bethune Hwy	3335	7470	2.24
U.S. 15 N of Bethune Hwy	8175	13600	1.66
U.S. 15 S of Bethune Hwy	10800	18750	1.74
U.S. 15 N of SC 341	10175	16475	1.62
W Church St.	9495	11355	1.20
SC 341 E of U.S. 15	5645	9600	1.70
SC 341 near Industrial Blvd.	6035	9470	1.57
U.S. 15 S of SC 341	9350	18980	2.03
U.S. 15 N of St. Charles Rd.	8355	17450	2.09
St. Charles Rd.	3100	3020	0.97
U.S. 15 S of St. Charles Rd.	9060	18165	2.00
Browntown Rd.	30	2385	79.50
U.S. 15 S of Browntown Rd.	9180	12215	1.33

A conservative estimate of traffic growth was desired for this study in order to ensure that the physical elements of the proposed roadway and its intersections with US 15 are adequate. Because the historical volumes showed minimal growth, the values in **Table 3-1** were relied on. The average of the growth factors shown in **Table 3-1** was calculated with the exception of Browntown Road, which showed exceptionally high projected growth and appears to be an outlier. The calculated average is 1.68, which was rounded to the nearest quarter, 1.75, and applied to the 2015 volumes. **Figure 3-3** illustrates the 2045 ADT values resulting from applying the growth factor of 1.75.

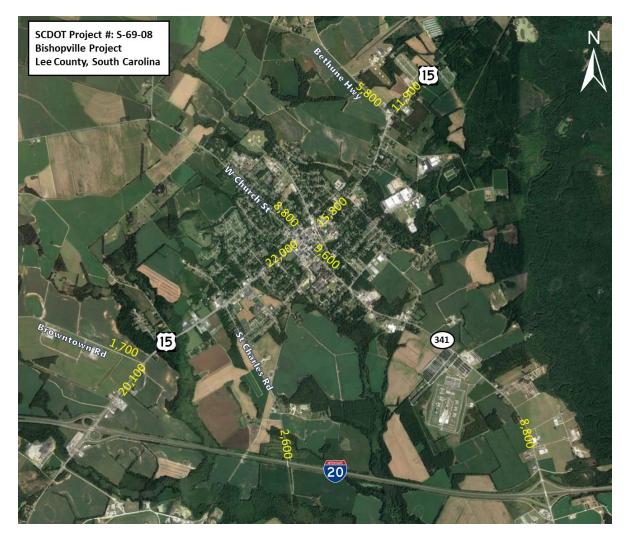


Figure 3-3: 2045 Adjusted and Factored AADT

The AADT values presented in **Figure 3-3** indicate that the segment of U.S. 15 between I-20 and downtown Bishopville could exceed the daily capacity for a two-lane roadway based on the Highway Capacity Manual's (6th ed.) generalized daily service volume of 17,800 vehicles for a two-lane roadway at 30 mph.

To determine AADT volumes for the alternative scenarios, the ratio of model volumes on the alternative to No Build model volumes in downtown was calculated. Then this ratio was applied to the volumes shown in **Figure 3-3** to determine a new US 15 volume and a new Alternative segment volume. The ratio calculation varied slightly for the different halves of the alternative. The model No Build volume on U.S. 15 south of downtown was used to determine the ratio for volumes on the southern alternative segment between U.S. 15 and SC 341. To determine the ratio for volumes on the northern alternative segment between SC 341 and U.S. 15, the model No Build volume on U.S. 15 north of downtown and the volume on SC 341 east of downtown was used, assuming that the alternative volume was composed of traffic from these two locations. This was done because it appears that, based on existing travel routes, SC 341 volumes would make up a higher proportion of volumes

traveling on the northeastern alternative segment. The resulting volumes for each alternative are shown in **Figures 3-4** to **3-6**.

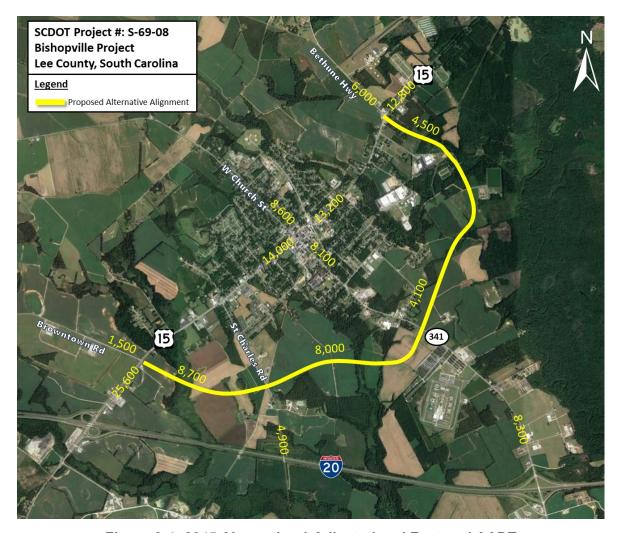


Figure 3-4: 2045 Alternative 1 Adjusted and Factored AADT

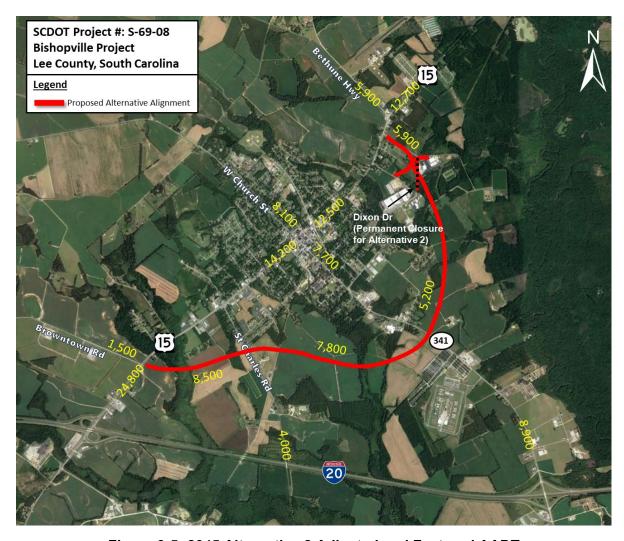


Figure 3-5: 2045 Alternative 2 Adjusted and Factored AADT

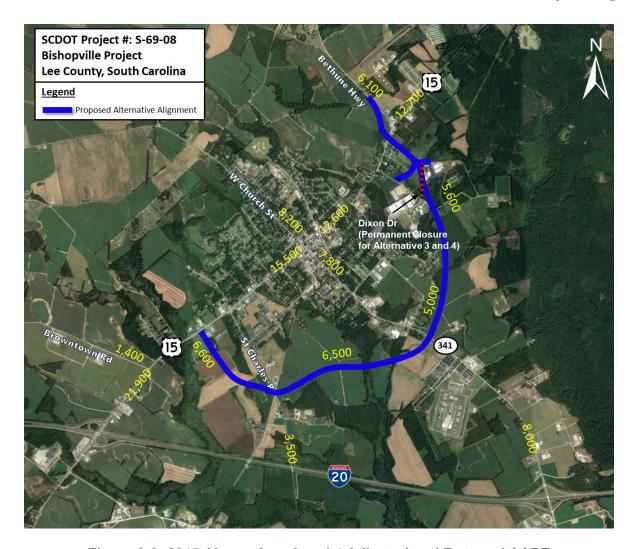


Figure 3-6: 2045 Alternatives 3 and 4 Adjusted and Factored AADT

The volumes shown in **Figure 3-6** are applicable to the scenarios for Alternatives 3 and 4 because the difference in alignment does not affect the volume.

Figures 3-4 to **3-6** show an increase in AADT at segments of U.S. 15 adjacent to the new alternative termini, as well as a significantly higher volume on the southeastern segment of the alternative compared to the northeastern segment. This was assumed to be a result of using characteristics from the travel demand model. Vehicles in the travel demand model will choose routes to travel between their origin and destination based on the estimated congestion or delay they encounter, so introducing a new route, such as the truck route alternative, can attract through vehicles based on the tolerance to impedance. It was assumed that this accounted for the fluctuation in volume and the increase in volumes in the segments providing access to those new routes in the system. While the travel demand model appropriate for the use of the overall growth rates and distribution of trips, it appears that the characteristics shown in **Figures 3-4** to **3-6** reflect the limitations of the travel demand model.

In addition, the adjustments made to the AADT under this study for the segment of U.S. 15 between I-20 and SC 341 would subsequently have an influence on traffic patterns in the

travel demand model, but the method used in this section does not account for that. As shown in **Figure 3-1**, the model's predicted volumes on U.S. 15 are higher in the north and lower in the south compared to the other sources, but the ratios evidenced by the model were used to project the study's adjusted AADTs, meaning sources with opposing traits were combined to estimate future volumes. This was determined to be an acceptable level of error for the purposes of broad AADT analysis, but a different method of determining volumes and travel patterns was used when developing the peak hour model.

The AADT values presented in this section indicate that the segment of U.S. 15 between I-20 and downtown Bishopville could exceed the daily capacity for a two-lane roadway. This is based on the Highway Capacity Manual's (6th ed.) generalized daily service volume of 17,800 vehicles for a two-lane roadway at 30 mph. The alternatives are expected to reduce this volume and the subsequent need for expansion of this segment. The projected volumes on the alternative also indicate that the proposed three-lane typical section for the alternative roadway should be adequate.

3.3 AADT BY VEHICLE CLASS

Prior to this study, the regional travel demand model was used in a planning level evaluation of the various alignments of the proposed Bishopville Truck Route. At this level, the travel demand model was used to evaluate 25 alternatives by comparing the number of trucks in the downtown segment of U.S. 15 under the No Build scenario to the number of trucks removed by the respective alternative, ranking them by the degree to which trucks would be shifted off the downtown corridor.

This section presents the revised AADT data broken into vehicle class to provide a general picture of the variation of automobile and heavy vehicle traffic on the existing and proposed routes. As in the previous sections, the volumes shown here will necessarily be different than the travel demand model results used to evaluate alternatives because, while the two methods use the same basic ratio of autos to heavy vehicles, the predicted AADTs used in this study are different for all but the segment of SC 341 adjacent to U.S. 15. While the truck volumes shown in this report are different, this does not change the results of the planning level evaluation because route choice is still made using the model's prediction, meaning the proportion of traffic that shifts to the new route remains the same between the different studies.

The classification used in this section was determined using the collected 2015 ADT data for each of the respective segments, presented previously in **Figure 2-6**. The estimated total 2015 AADT and AADT by class is shown for the study segments in **Figure 3-7**.



Figure 3-7: 2015 Existing AADT Classifications

Heavy vehicles are concentrated on the segment of U.S. 15 between SC 341 and Bethune Highway in **Figure 3-7**. At these two locations, they merge/diverge, with the majority continuing along U.S. 15. **Figure 3-8** shows the breakdown for 2045, which necessarily follows the same trend.

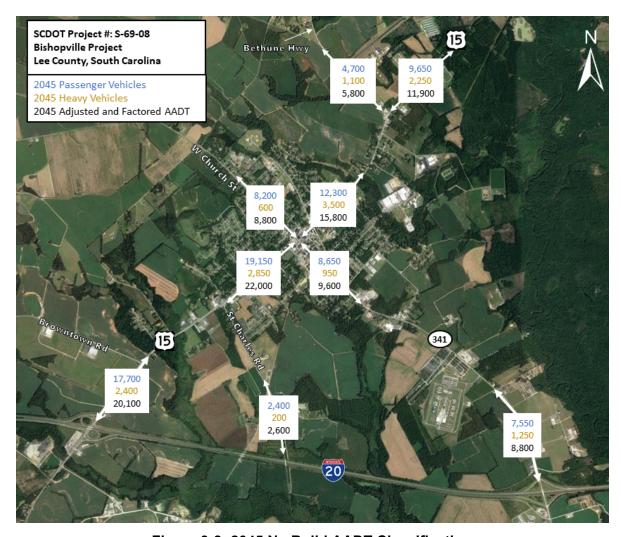


Figure 3-8: 2045 No Build AADT Classifications

Figures 3-9 through **3-11** show the class breakdowns with each of the alternatives added. Again, Alternatives 3 and 4 are shown together because the difference in alignment does not affect the volume. With no restrictions on truck movements, it was assumed that the distribution of vehicles on the alternative segments would mimic the parallel U.S. 15 segment in the vicinity of downtown. Each alternative segment from U.S. 15 to SC 341 in the southeast is classified as 87% passenger vehicles and 13% heavy vehicles, and each segment from SC 341 to U.S. 15 in the northeast is classified as 78% passenger vehicles and 22% heavy vehicles.

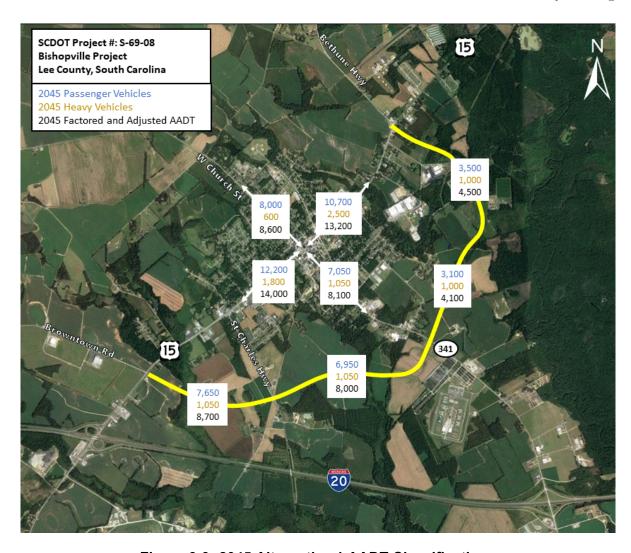


Figure 3-9: 2045 Alternative 1 AADT Classifications

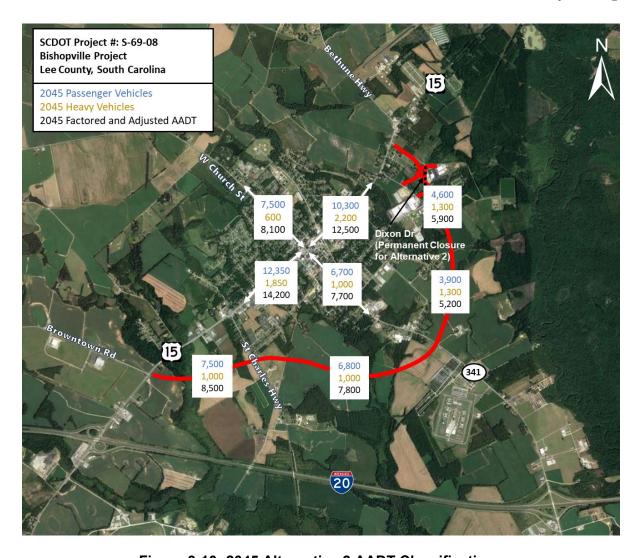


Figure 3-10: 2045 Alternative 2 AADT Classifications

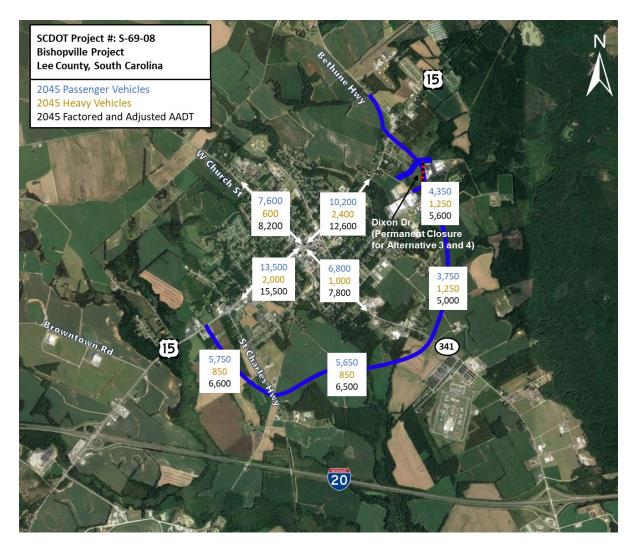


Figure 3-11: 2045 Alternatives 3 and 4 AADT Classifications

This section discussed the transition from a planning level of analysis via the adjustment of proposed AADT volumes using ground counts for the study area. The next section will describe more detailed engineering analysis combining the distribution and growth reflected in the travel demand model with the data and characteristics presented in the first section of this report.

Both the planning-level AADTs discussed in this section and the engineering-level turning movement volumes discussed in the next section are used for more detailed studies within the Draft Environmental Impact Statement, including: peak time capacity analyses for mainline and intersection design concepts, travel time estimates for the relative performance and scoring of alternatives, and estimated volumes (auto and truck) used in the noise impact modeling.

4. FUTURE NO BUILD CONDITIONS

4.1 2045 NO BUILD CAPACITY ANALYSIS

Using the existing geometry, 2019 turning movement counts, and growth factor previously described, Synchro models of 2045 traffic conditions without any roadway, traffic control, or alternative improvements were developed. The existing traffic signals were optimized to represent controller adjustments to changes in traffic, but the base timings were not adjusted. The 2045 turning movement traffic volumes with the applied 1.75 growth factor are shown in **Figure 4-1.** The LOS impacts that are expected from this increase in volume are shown in **Figure 4-2.** Synchro reports of LOS for the No Build conditions are available in **Appendix K.**

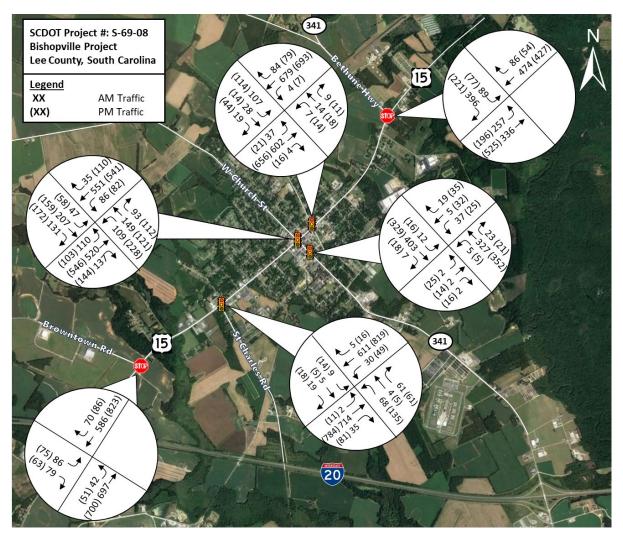


Figure 4-1: 2045 Projected No Build Volumes

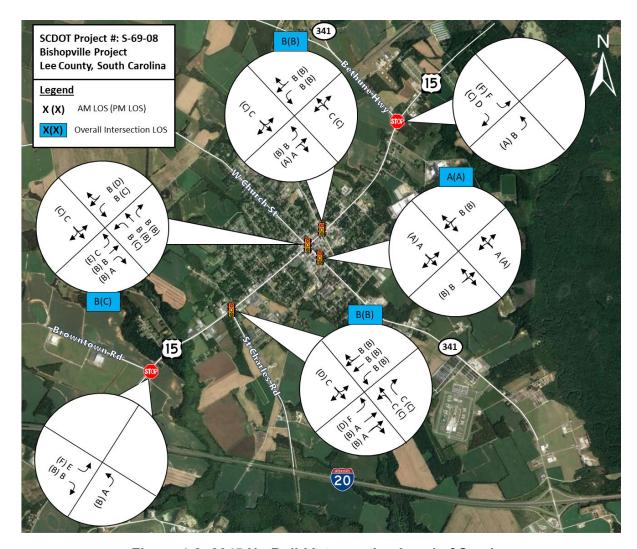


Figure 4-2: 2045 No Build Intersection Level of Service

The intersections of Browntown Road and Bethune Highway with U.S. 15 show failing LOS for the side street left turn movements. Modeling of this intersection under 2045 No Build conditions assumed a conservative use of the U.S. 15 median, which means the LOS could be more acceptable if driver's actually use the median for two-stage left turns. To model a worst-case scenario for traffic flow under the alternatives, it was assumed that these two intersections would be signalized to mitigate the failing LOS, though in reality a warrant analysis and further study would be required before a traffic signal would be installed.

4.2 2045 NO BUILD TRAVEL TIME ANALYSIS

To compare the effects of increased traffic on travel time on U.S. 15 and SC 341, network travel times were taken from the SimTraffic microsimulation analysis. The travel times are an average of six model runs for each route. **Figure 4-3** shows the projected travel times from the model. Note that SimTraffic's network travel time is not a measurement of time and distance for a modeled vehicle; instead, it is an estimation of collective delay across the route measured for vehicles that travel the specified route only, which is converted to an estimated travel time.

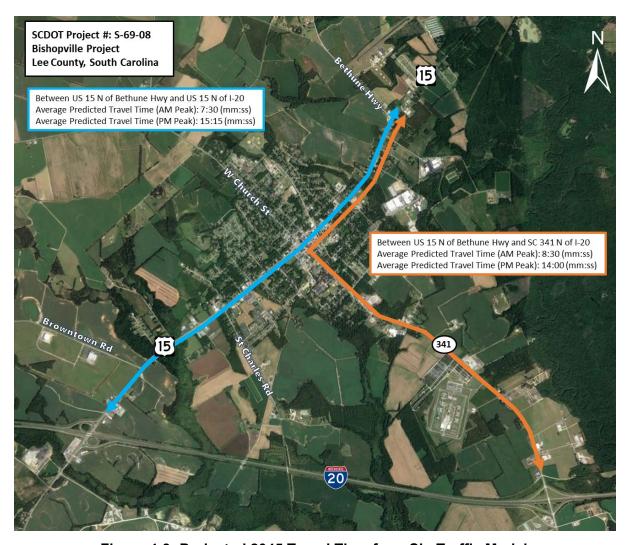


Figure 4-3: Projected 2045 Travel Time from SimTraffic Model

For comparison, the average peak hour travel times for existing conditions were 6:44 (mm:ss) and 7:17 (mm:ss) for the AM and PM periods for the U.S. 15 route, and 7:40 (mm:ss) and 8:53 (mm:ss) for the SC 341 route. The difference in existing vs. potential future travel times is more pronounced in the PM than the AM. Further inspection of the microsimulation model showed that a lack of service capacity at the main downtown intersection (U.S. 15 at Church Street) combined with the limited number of lanes in the vicinity of downtown causes extensive queueing, which compounds over time as vehicles do not clear the intersection. The combination of signal operation and constricted lanes creates a bottleneck that artificially meters traffic flowing through downtown. This queuing effect is not captured in the LOS results because the methods for capacity analysis are not sufficient to account for latent demand. Signal timing modifications and capacity improvements would be needed to address this.

5. FUTURE BUILD CONDITIONS

5.1 MODELING METHOD

Synchro models that included the proposed alternative routes discussed previously in Section 1.4 were built using the 2045 No Build model as the starting point. Due to the LOS conditions shown in the 2045 No Build model for the intersections of Browntown Road and Bethune Highway with U.S. 15, and to model a worst-case scenario for traffic flow under the alternatives, it was assumed that these two intersections would be signalized to mitigate the failing LOS as a base condition, though in reality a warrant analysis and further study would be required before a traffic signal would be installed. The new alternative routes were modeled as a three-lane cross section with a center lane for two-way left turn movements and a speed limit of 55 mph. It was assumed that this center lane would be used as a left turn lane at intersections, and additional turn lanes would be added if model results showed they were needed. Further description of lane modifications is provided in the respective alternative's section.

Section 3.2 explained that the travel demand model showed an increase in AADT at segments of U.S. 15 adjacent to the new alternative termini. This was assumed to represent flow diverted to this corridor because no new trip generators are present in the study area and the limits of the new roadway do not present opportunities to draw new traffic. This increase was not carried over to the traffic models. Each alternative shown here assumes the same base 2045 No Build volume as the starting point for re-distributing trips.

Each alternative begins and ends at U.S. 15, crossing SC 341 and St. Charles Road on the southeastern side of Bishopville. The traffic distribution provided by the travel demand model was used to determine the traffic that would divert from U.S. 15 and use the new alternative at the two U.S. 15 intersections. The traffic diverted to the new route was then distributed to destinations based on the origin-destination patterns discussed in Section 2.4, and subsequently removed from intersections on U.S. 15 in the interior of the alternative route. Traffic entering Bishopville from the south via St. Charles Road and SC 341 was also distributed to destinations based on their origin-destination patterns and removed from their downstream turning movements. This method assumed that some vehicles would still travel to their destination through downtown Bishopville rather than the new alternative.

For new intersections created on the alternative roadway, volumes were taken directly from the travel demand model to account for new movements that did not have a corresponding O-D match. These volumes were adjusted to balance reasonably with volumes shown in the 2045 No Build scenario. This was done for:

- All Alternative Routes at St. Charles Road
- All Alternative Routes at SC 341
- Alternative 1 at McGuirt Road
- Alternatives 2, 3, and 4 at Dixon Drive

Once these volumes were set, additional volume balancing was performed between intersections on existing routes to maintain differences between intersections in proportion to existing travel patterns. In general, each scenario has only minor variations in volume among similar intersections.

It was assumed that no restrictions would be made on traffic based on vehicle class for either the new or existing routes. Therefore, the distribution of automobiles and heavy vehicles was assumed to be the same for drivers choosing to travel the alternative as it was for drivers remaining on the existing routes. This distribution is derived from the peak hour turning movement counts.

The following sections describe the new routes, the roadway improvements needed, and their resulting traffic conditions.

5.2 2045 ALTERNATIVE 1

Alternative 1 adds a fourth leg to the existing intersections of U.S. 15 with Browntown Road and Bethune Highway, which serve as the entry points to the Alternative from U.S. 15. The new leg at Bethune Highway extends further east where it joins McGuirt Road in the northeast quadrant, adding two minor intersections, which is unique to this alternative.

The 2045 No Build volumes were distributed to the new route using the methods described in Section 5.1 and are displayed in **Figure 5-1.** The volumes for the McGuirt Road intersections are not shown because of space constraints, but are available in the Synchro reports for this alternative in **Appendix L.**

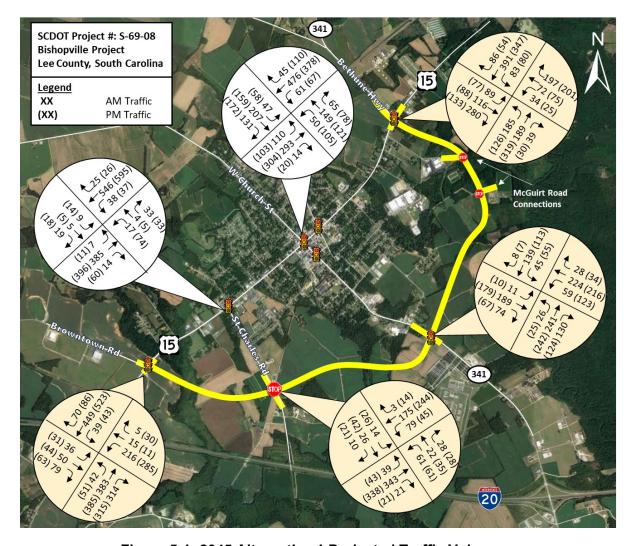


Figure 5-1: 2045 Alternative 1 Projected Traffic Volumes

Modeling the new route began with the three-lane cross section and additional intersection improvements were evaluated once the volumes were assigned. The important movements to note are:

- Heavy northbound right turn and westbound left turn volumes at the Browntown Road intersection
- Moderate northbound right turn volumes at the SC 341 intersection
- Moderate/heavy northbound left turn and westbound right turn volumes at the Bethune Highway intersection
- Heavy eastbound AM right turn volumes and moderate eastbound PM right turn volumes at the Bethune Highway intersection

In addition, the northbound through volumes on U.S. 15 are slightly lower than the 2045 No Build across the corridor, while the southbound through volumes are higher (100–250 vehicles). This coincides with the AADT evaluation in Section 3, showing that the estimated volume on the alternative is expected to be higher south of SC 341 than north of SC 341. Essentially, more traffic is expected to travel between U.S. 15 and SC 341 on the alternative in the south than in the north.

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The minimum lane and traffic control improvements needed to maintain acceptable LOS at the Alternative's intersections are displayed in the shaded bubbles in **Figure 5-2**.

Figure 5-2: Alternative 1 Suggested Lane Configuration and Intersection Control

At Bethune Highway, minimal improvements may be needed on U.S. 15, as the intersection performed acceptably with its existing lane configuration plus the conversion of the northbound through lane to a through-right lane. Additional improvements at this intersection included:

- Left turn lanes with permitted left turn movements for all approaches
- A combined through-right turn lane for the new westbound approach
- A designated free flow right turn lane for the eastbound approach utilizing the southbound lane addition to U.S. 15 at the intersection

The new intersections created at McGuirt Road, SC 341, and St. Charles Road performed well with minimal intersection improvements. The alternative route was assumed to utilize the two-way left turn lane for left turn movements at the intersections and the through movements accommodated right turn volumes. The side streets were assumed to be one-lane approaches with all movements permitted. The intersection with SC 341 was the only one that did not perform satisfactorily unsignalized. Therefore, a traffic signal was assumed

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for this intersection with base timings similar to the basic parameters provided for the city's other traffic signals. A signal warrant analysis and further study would be required to determine the most appropriate intersection configuration; signalization was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Modeling of the Browntown Road intersection with U.S. 15 (the Alternative's southern terminus) showed the need for similar improvements as Bethune Highway:

- Left turn lanes with permitted left turn movements for all approaches
- Combined through-right turn lane for the new westbound approach

It was assumed that the existing grass median could be used to accommodate a new left-turn lane for the southbound U.S. 15 approach. Owing to the expected high right turn volume (>300 vehicles), a right turn lane for the northbound approach is also recommended. The resulting LOS is presented in **Figure 5-3**.

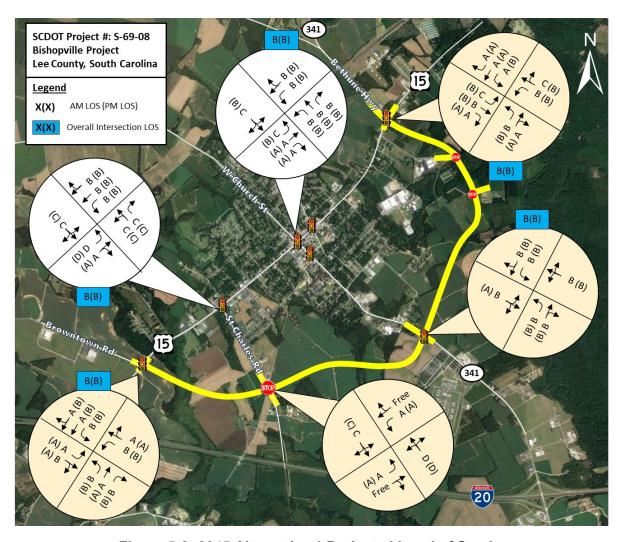


Figure 5-3: 2045 Alternative 1 Projected Level of Service

5.3 2045 ALTERNATIVE 2

Alternative 2 adds a fourth leg to the existing intersections of U.S. 15 with Browntown Road. Similar to Alternative 1, its northern entry point to the alternative is a three-legged intersection added just south of Bethune Highway in alignment with the existing Dixon Drive intersection. This intersection extends east, replacing part of Dixon Drive and adding two minor intersections, curving toward SC 341 in a shorter distance than Alternative 1.

The 2045 No Build volumes were distributed to the new route using the methods described in Section 5.1 (see **Figure 5-4**). The volumes for the Dixon Drive intersections are not shown because of space constraints, but are available in the Synchro reports for this alternative in **Appendix L**.

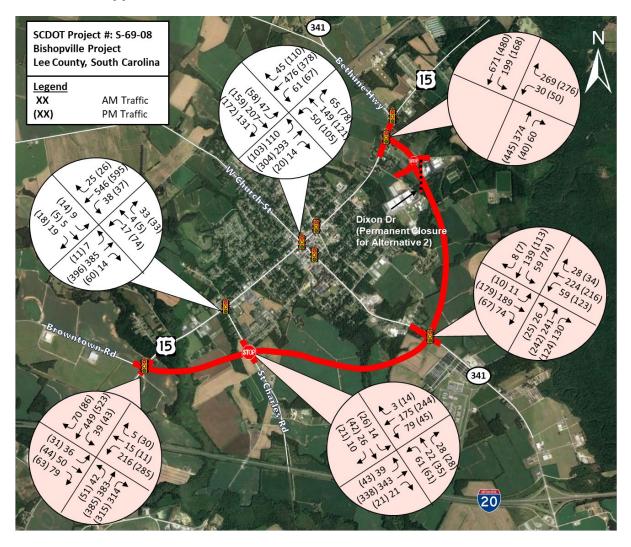


Figure 5-4: 2045 Alternative 2 Projected Traffic Volumes

Modeling the new route began with the three-lane cross section and additional improvements were evaluated once the volumes were assigned. The important movements for this alternative are the same as Alternative 1, except that, as a result of the new intersection in the north, its southbound left turn is also important to note because of its moderate/high volume.

The minimum lane and traffic control improvements needed to maintain acceptable LOS at the Alternative's intersections are displayed in the shaded bubbles in **Figure 5-5**.

Figure 5-5: Alternative 2 Suggested Lane Configuration and Intersection Control

Minimal improvements are needed at the Dixon Drive and U.S. 15 intersection because the intersection performed acceptably with its existing lane configuration. The new westbound approach also provides satisfactory results without any addition to the three-lane cross section, using the two-way left turn lane for westbound left turn movements.

The new intersections created on Dixon Drive, at SC 341, and at St. Charles Road performed acceptably with minimal intersection improvements. The alternative route was assumed to utilize the two-way left turn lane for left turn movements at the intersections and the through movements accommodated right turn movements. The side streets were assumed to be one-lane approaches with all movements permitted. The SC 341 intersection was the only one that did not perform satisfactorily unsignalized, so a traffic signal was assumed for this intersection with base timings similar to the basic parameters provided for the city's other traffic signals. A signal warrant analysis and further study would be required to determine the most appropriate intersection configuration; signalization was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Modeling of the Browntown Road intersection with U.S. 15 (the Alternative's southern terminus) showed the need for the same improvements used in Alternative 1.

The resulting LOS is presented in Figure 5-6.

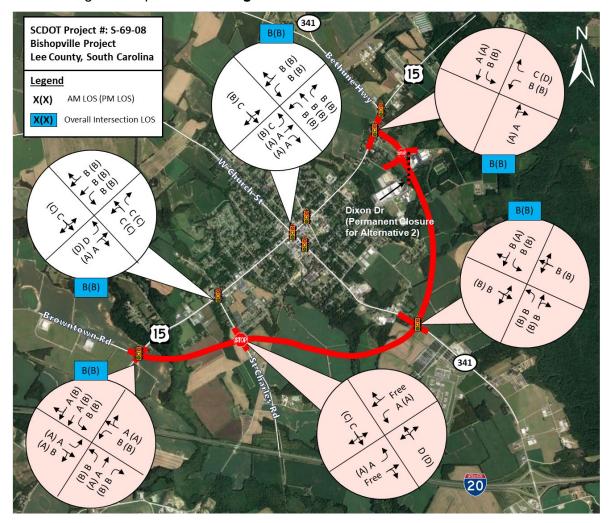


Figure 5-6: 2045 Alternative 2 Projected Level of Service

5.4 2045 ALTERNATIVE 3

Alternative 3 differs from Alternatives 1 and 2 in that it does not connect directly to the existing intersections of U.S. 15 with Browntown Road or Bethune Highway. Instead, it intersects U.S. 15 in the south at the existing Wilkinson Road intersection, assuming part of its alignment and maintaining the existing three-leg intersection. Its northern terminus creates a four-leg intersection at U.S. 15 between the existing Bethune Highway and Dixon Drive intersections, replacing the existing Bethune Highway intersection and reconnecting with Bethune Highway north of the existing intersection. Its alignment extending east from this intersection replicates Alternative 2, replacing part of Dixon Drive and adding two minor intersections.

The 2045 No Build volumes were distributed to the new route using the methods described in Section 5.1 (see **Figure 5-7**). The volumes for the Dixon Drive intersections are not

341 (196) 166-SCDOT Project #: S-69-08 (86/54) 63,60) Bishopville Project A 16 3 181 Lee County, South Carolina 6161 (77)89 72 (200) Legend (88) 116 30 (50) XX AM Traffic (33) 280 (XX) PM Traffic 304 293 2012 1,536,695 38(31) P(5) Dixon D 139(113) (Permanent Closure for Alternative 3) (28/34) (10) 11 224 (216) 15 (179) 189 59 (123) (67) 74 341 3 (14) 519 (609) (26) 14 (42) 26 (42) 10 (21) 10 175 (244 39 [43] 79 (45) 28 (737/296) 61/61 (43) 39 (338)343 (416)419. 3591364 (21) 21 20

shown because of space constraints, but are available in the Synchro reports in **Appendix L.**

Figure 5-7: 2045 Alternative 3 Projected Traffic Volumes

Modeling the new route began with the three-lane cross section and additional improvements were evaluated once the volumes were assigned. The important movements for this alternative are the same as Alternatives 1 and 2, except that the notable movements shifted from Browntown Road to the existing Wilkinson Road intersection.

The minimum lane and traffic control improvements needed to maintain acceptable LOS at the Alternative's intersections are displayed in the shaded bubbles in **Figure 5-8**.

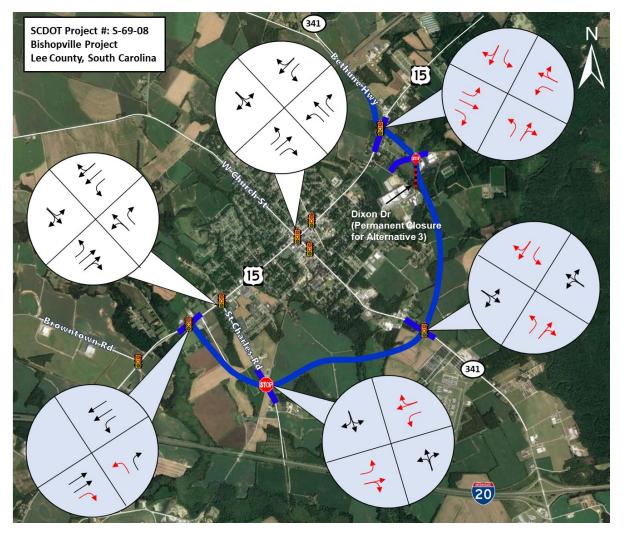


Figure 5-8: Alternative 3 Suggested Lane Configuration and Intersection Control

Proposed improvements at the new northern terminus represent the same configuration as that presented for Alternative 1, with the exception that the eastbound approach will be constructed for this intersection and the southbound U.S. 15 approach performs acceptably without a dedicated right turn lane.

The new intersections created on Dixon Drive, at SC 341, and at St. Charles Road performed acceptably with minimal intersection improvements. The alternative route was assumed to utilize the two-way left turn lane for left turn movements at the intersections and the through movements accommodated right turn movements. The side streets were assumed to be one-lane approaches with all movements permitted. The SC 341 intersection was the only one that did not perform satisfactorily unsignalized, so a traffic signal was assumed for this intersection with base timings similar to the basic parameters provided for the city's other traffic signals. A signal warrant analysis and further study would be required to determine the most appropriate intersection configuration; signalization was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Modeling of the new southern terminus at Wilkinson Road and U.S. 15 showed the need for only the additional northbound right turn lane to accommodate the expected high right turn

volume (>300 vehicles). The existing U.S. 15 and proposed three-lane alternative configurations should provide acceptable LOS, with left turns utilizing the two-way left turn storage for the westbound and southbound approaches.

The resulting LOS is presented in Figure 5-9.

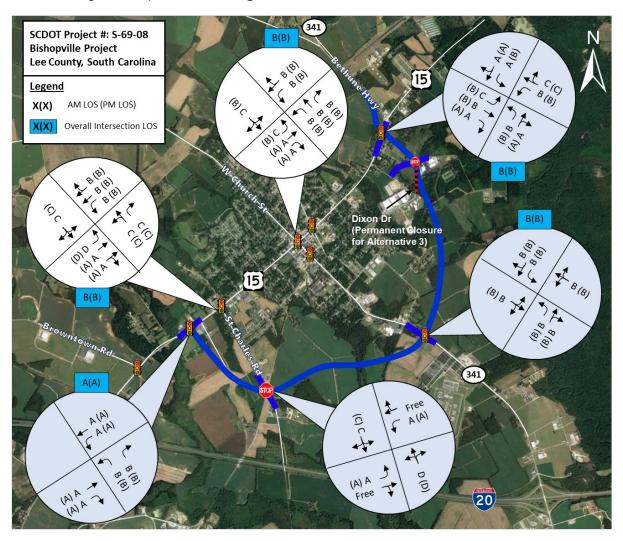


Figure 5-9: 2045 Alternative 3 Projected Level of Service

5.5 2045 ALTERNATIVE 4

The difference in alignment between Alternative 3 and Alternative 4 (the modified version of Alternative 3) does not affect the volume at the study intersections. Therefore, the results presented in the previous section are applicable to Alternative 4 and are not repeated here. The difference in alignment between Alternatives 3 and 4 was discussed in more detail in Section 1.4.

5.6 ANALYSIS SUMMARY OF ALTERNATIVES

Comparing the results presented in the previous sections shows that an evaluation of

volume distribution and LOS does not distinguish any one alternative from another. The relative similarity of their alignments contributes to the similarity of their proposed traffic volumes, and the similarity of their traffic volumes produces similar traffic impacts at the study intersections.

The primary difference that can be drawn from these results is the degree of modifications required for new intersections, specifically the intersections that will be created on U.S. 15 under Alternatives 2 and 3. In general, the requirement for a new intersection in these scenarios also suggests the need for improvements such as signalization, and signalization imposes delay on the main travel route, in this case U.S. 15. Alternative 1 benefits from utilizing the existing intersections of Browntown Road and Bethune Highway for its connections to U.S. 15, which introduces less interruption to traffic flow.

To further distinguish the alternatives from each other, an evaluation of simulated travel times across the existing and new travel routes was modeled in the same manner described for the No Build scenario in Section 4.2. This provided an opportunity to determine if the alternative routes can meet or exceed travel times on existing routes, and whether one route can provide significant travel time savings over another. These results are discussed in Section 6, following the presentation of additional proposed alternative route combinations.

5.7 2045 ALTERNATIVE COMBINATIONS

To further evaluate the operational pros and cons of the alternative roadway scenarios presented in the previous sections, combinations of alternatives were also evaluated by combining segments of the northern and southern portions of each scenario. The division of each original scenario was placed at the intersection of SC 341 with the new alternative route. This results in the eight additional scenarios listed below.

Alternative	Alternative Segment South of SC 341	Alternative Segment North of SC 341
5	Alternative 1	Alternative 2
6	Alternative 1	Alternative 3
7	Alternative 2	Alternative 1
8	Alternative 2	Alternative 3
9	Alternative 3	Alternative 1
10	Alternative 3	Alternative 2
11	Alternative 4	Alternative 1
12	Alternative 4	Alternative 2

The segment pieces are color-coded in the same manner as they were presented in

previous figures. **Figures 5-10** through **5-23** present the additional alternatives with this same color-coding to further clarify how these routes were segmented and recombined. Each alternative is accompanied by the intersection LOS results, which are the same as what was presented previously for their respective segments. LOS for Alternatives 11 and 12 are not provided because they are combinations of Alternative 4 and result in the same LOS values as Alternatives 9 and 10, which is based on Alternative 3. As previously discussed, Alternative 4 is a modified version of Alternative 3 with the same volumes.

Alternative 5 is approximately 4.8 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads southeast for approximately one mile and intersects Dove Lane, then heads northeast for approximately one-quarter of a mile where it intersects with the SCRF and the St. Charles Highway (SC 154). It then heads slightly northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half mile where it intersects English Mill Road. From there, it heads northeast approximately one-half mile and intersects the Wisacky Highway (SC 341). Alternative 5 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile, ending at a new intersection with N. Main Street (U.S. 15). This alternative closed Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new roadway to Academy Road. Alternative 5 is presented in **Figure 5-10** and **Figure 5-11**.

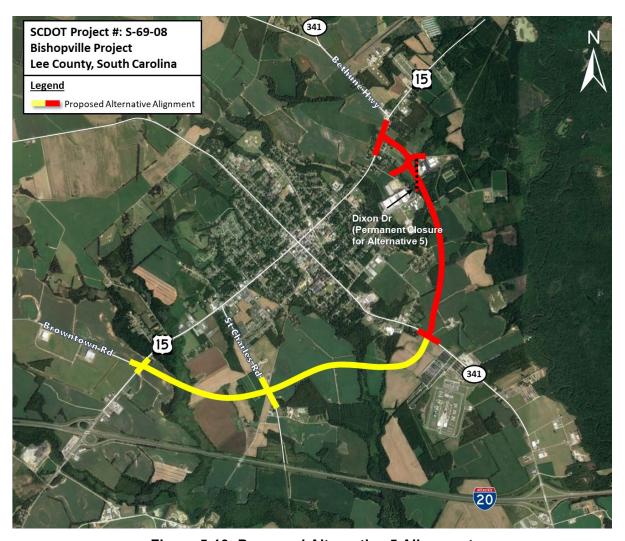


Figure 5-10: Proposed Alternative 5 Alignment

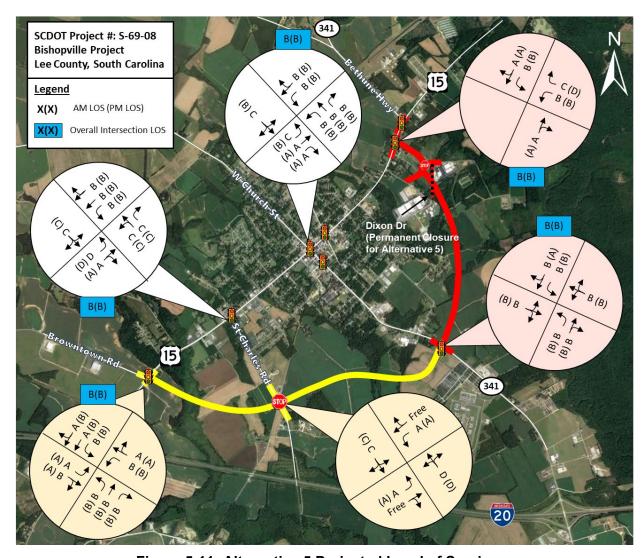


Figure 5-11: Alternative 5 Projected Level of Service

Alternative 6 is approximately 5.2 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads southeast for approximately one mile and intersects Dove Lane, then heads northeast for approximately one-quarter of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads slightly northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half mile where it intersects English Mill Road. From there, it heads northeast approximately one-half mile and intersects Wisacky Highway (SC 341). Alternative 6 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and onequarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately fourtenths of a mile before intersecting N. Main Street (U.S. 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a connection from the new roadway to Academy Road, and replaces the existing intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341). Alternative 6 is presented in Figure 5-12 and Figure 5-13.

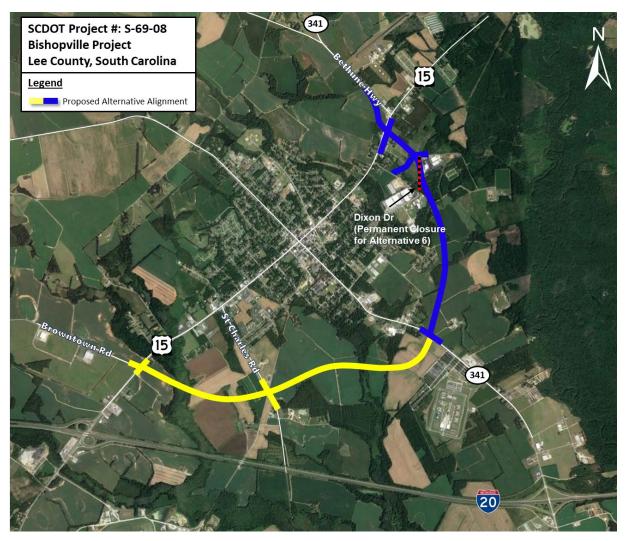


Figure 5-12: Proposed Alternative 6 Alignment

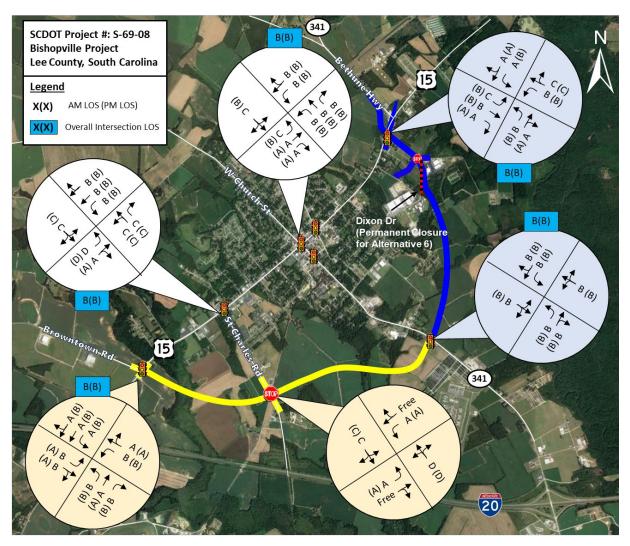


Figure 5-13: Alternative 6 Projected Level of Service

Alternative 7 is approximately 5.4 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads slightly northeast for approximately three-quarters of a mile and intersects Wilkinson Road. It then continues slightly northeast for approximately one-quarter of a mile before intersecting the St. Charles Highway (SC 154). From there, it heads east for approximately one-quarter of a mile where it crosses the SCRF. It then heads slightly southeast for approximately one-half of a of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 7 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one-mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCRF a second time. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15). Alternative 7 is presented in Figure 5-14 and Figure 5-15.

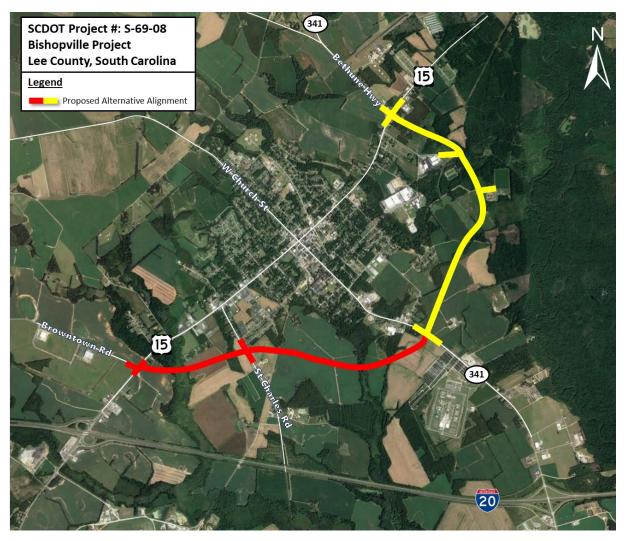


Figure 5-14: Proposed Alternative 7 Alignment

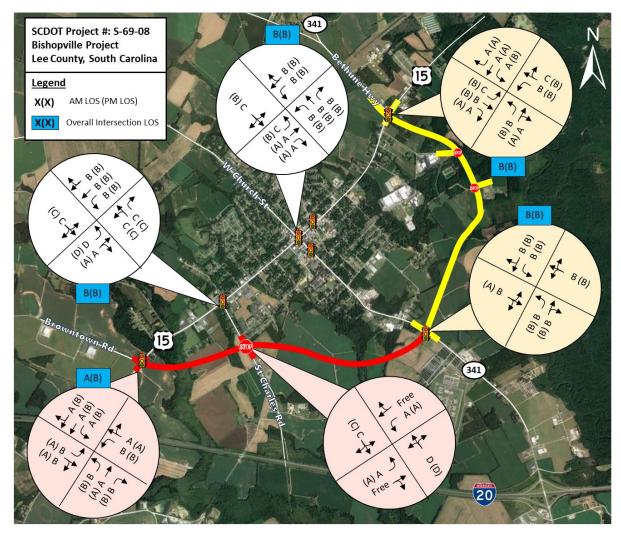


Figure 5-15: Alternative 7 Projected Level of Service

Alternative 8 is approximately 5.0 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Browntown Road. From there, it heads slightly northeast for approximately three-quarters of a mile and intersects Wilkinson Road. It then continues slightly northeast for approximately one-quarter of a mile before intersecting St. Charles Highway (SC 154). From there, it heads east for approximately one-quarter of a mile where it crosses the SCRF. It then heads slightly southeast for approximately one-half of a of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 8 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to the intersection of McGuirt Road and Dixon Drive. From there, it heads northwest just north of Dixon Drive for approximately four-tenths of a mile before intersecting N. Main Street (U.S. 15). It then heads northeast for approximately three-tenths of a mile and connects with Bethune Highway (SC 341). This alternative closes Dixon Drive between Academy Road and McGuirt Road, provides a connection from the new roadway to Academy Road, and replaces the existing intersection of N. Main Street (U.S. 15) and Bethune Highway (SC 341). Alternative 8 is presented in Figure 5-16 and Figure 5-17.

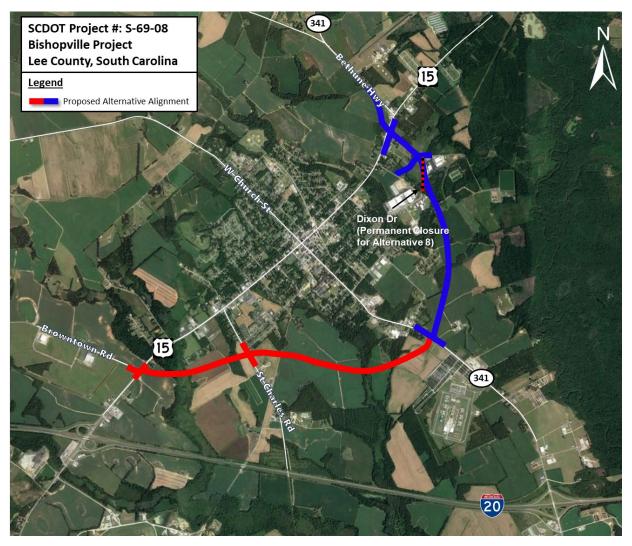
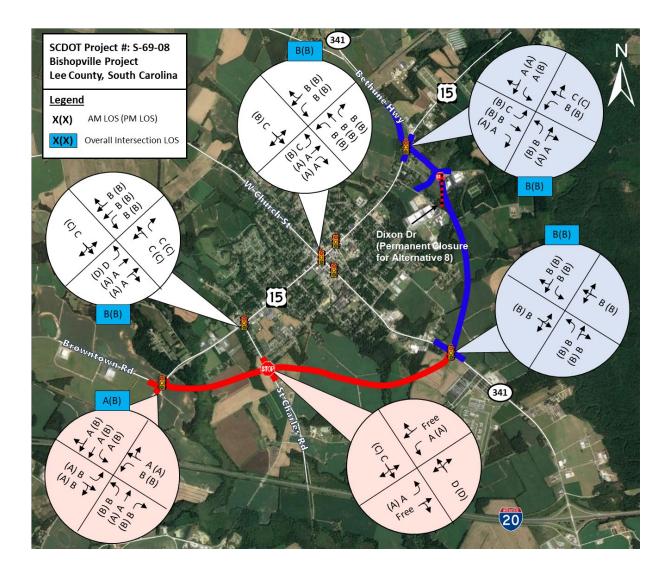


Figure 5-16: Proposed Alternative 8 Alignment



Alternative 9 is approximately 5.1 miles long and begins approximately one-tenth of a mile southwest of the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 9 continues northeast for approximately three-tenths of a mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCRF a second time. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15). Alternative 9 is presented in **Figure 5-18** and **Figure 5-19**.

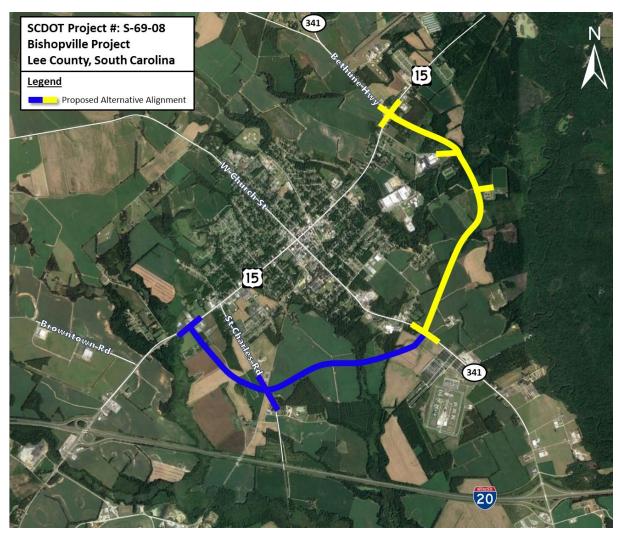
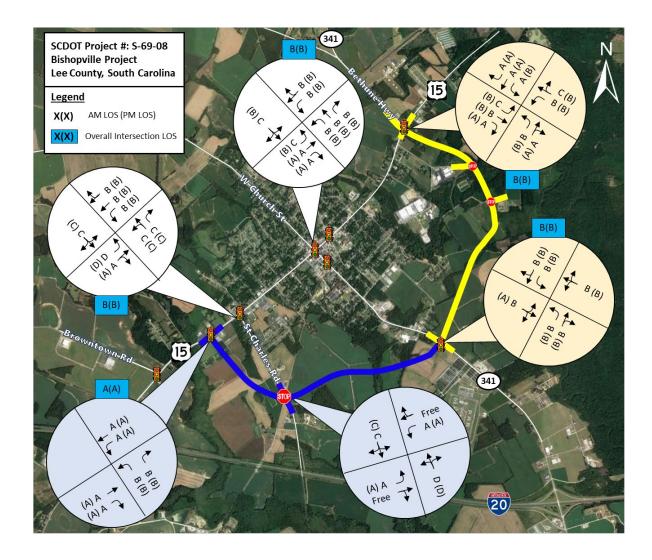


Figure 5-18: Proposed Alternative 9 Alignment



Alternative 10 is approximately 4.4 miles long and begins approximately one-tenth of a mile southwest of the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 10 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and onequarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately fourtenths of a mile and ends at a new intersection with N. Main Street (U.S. 15). This alternative closes Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new roadway to Academy Road. Alternative 10 is presented in Figure 5-20 and Figure 5-21.

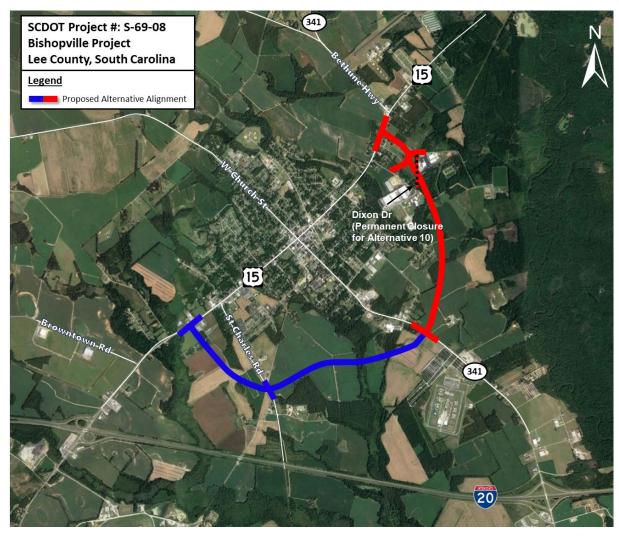
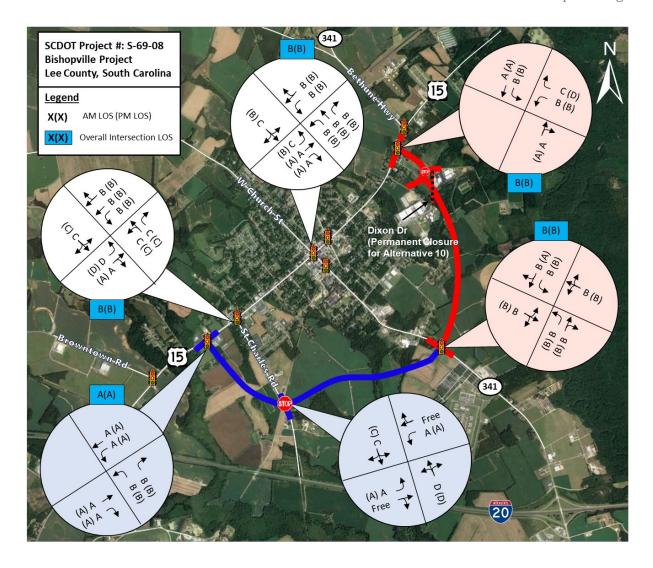


Figure 5-20: Proposed Alternative 10 Alignment



Alternative 11 is approximately 5.1 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast along Wilkinson Road (SC 364) for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 11 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. From there, it continues northeast for approximately one-mile where it follows McGuirt Road for approximately three-tenths of a mile and crosses the SCRF a second time. It then heads northwest for approximately seven-tenths of a mile and connects to Bethune Highway (SC 341) at the existing intersection with N. Main Street (U.S. 15). Alternative 11 is presented in Figure 5-21.

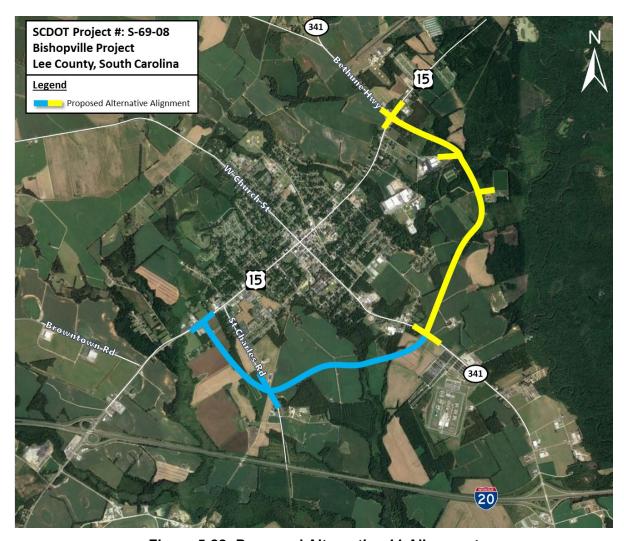


Figure 5-22: Proposed Alternative 11 Alignment

Alternative 12 is approximately 4.4 miles long and begins at the intersection of Sumter Highway (U.S. 15) and Wilkinson Road (SC 364). From there, it heads southeast along Wilkinson Road (SC 364) for approximately two-tenths of a mile and intersects Edgefield Drive, then continues southeast for approximately seven-tenths of a mile where it intersects with the SCRF and St. Charles Highway (SC 154). It then heads northeast for approximately six-tenths of a mile where it intersects Bradley Avenue, then heads east for approximately one-half of a mile where it intersects English Mill Road. From there, it heads northeast for approximately one-half of a mile and intersects Wisacky Highway (SC 341). Alternative 12 continues northeast for approximately three-tenths of a mile where it intersects Jordan Lane. It then heads slightly northwest for approximately one and one-quarter miles, crossing the SCRF a second time, to just west of the intersection of McGuirt Road and Dixon Drive, and continues northwest along Dixon Drive for approximately four-tenths of a mile and ends at a new intersection with N. Main Street (U.S. 15). This alternative closes Dixon Drive between Academy Road and McGuirt Road and provides a connection from the new roadway to Academy Road.

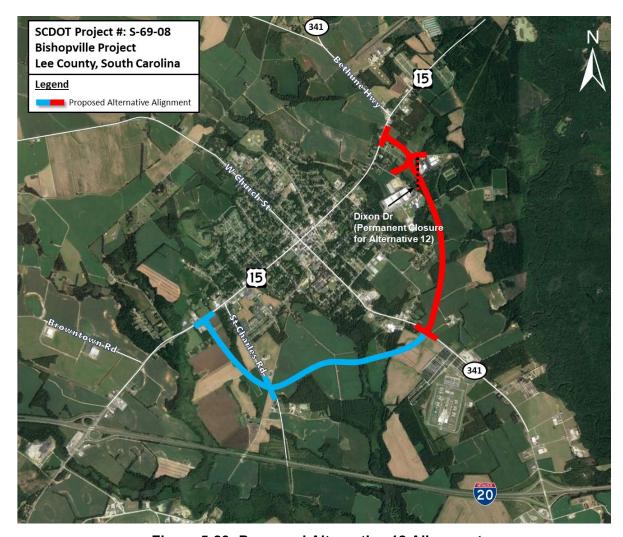


Figure 5-23: Proposed Alternative 12 Alignment

5.8 ANALYSIS SUMMARY OF ALTERNATIVE COMBINATIONS

Because the alternatives presented in the previous section are combinations of Alternatives 1, 2, 3, and 4, they do not result in variations in the volumes at intersections or the resulting LOS. The resulting need for intersection improvements also does not change for the respective segment. Therefore, it was assumed the reader would be able to identify the resulting combinations of intersection changes by comparing the respective segment to the results presented in Sections 5.2 through 5.4, and additional visuals are not provided here.

The alternative combinations do represent different lengths and locations of alignments, which should produce variations in travel time. As noted, they will also produce different combinations of intersection changes, and the operational impact can be more or less favorable. Section 6 provides more detail regarding the potential travel time characteristics for all 12 of the alternative scenarios as well as a summary table of potential intersection impacts to U.S. 15 for comparison.

6. EVALUATION OF ALTERNATIVES

As explained in Section 4.2, the 2045 No Build scenario is expected to see rising travel times across the major corridors as a result of increased congestion in the downtown area. Increased traffic volumes are also expected to affect the LOS at the intersections of Browntown Road and Bethune Highway with U.S. 15, both of which are currently unsignalized. Capacity analysis of the proposed alternatives showed that no one alternative distinguishes itself from another in this regard, and that all the study area intersections should perform satisfactorily with minimal intersection improvements.

Given these results, the potential impact to travel time during the construction of these alternatives was evaluated to determine if the alternative routes can meet or reduce travel times on existing routes, and whether one route can provide significant travel time savings over another. Providing similar or better travel times offers an incentive for traffic to divert around downtown, alleviating potential congestion issues without major reconstruction of the downtown area.

In the same manner used for the 2045 No Build scenario, network travel times were taken from SimTraffic microsimulation analysis for four travel routes, two that are existing and two on the alternative:

- U.S. 15 between the I-20/U.S. 15 interchange and Bethune Highway
- I-20/SC 341 interchange to Bethune Highway via SC 341 and U.S. 15
- U.S. 15 between the I-20/U.S. 15 interchange and Bethune Highway via the alternative
- I-20/SC 341 interchange to Bethune Highway via the alternative

These routes are depicted in **Figure 6-1**. Note that a generic route representing the alternatives is shown, and each alternative will have variations in route length based on its alignment.

The assumptions used in modeling these scenarios are reiterated here for clarity and simplicity:

- Though there are multiple points at which the existing rail line may cross the alternatives, its effect on travel time should be negligible and was not factored into travel time analysis.
- Heavy vehicles are considered FHWA classes 4–13 and will not be restricted on existing routes.
- The base design for any alternative is a three-lane cross section with a center twoway left turn lane and a speed limit of 55 mph.
- Existing and new traffic signals will not be coordinated, and new traffic signal timings reflect existing base timings.
- Existing roadways will not be widened or otherwise modified with the exception of intersection improvements related to the alternative.
- Traffic distribution at the U.S. 15 termini of the alternatives is based on the travel demand model. Volumes at new intersections on the alternative are determined by the travel demand model and adjusted to match traffic patterns.

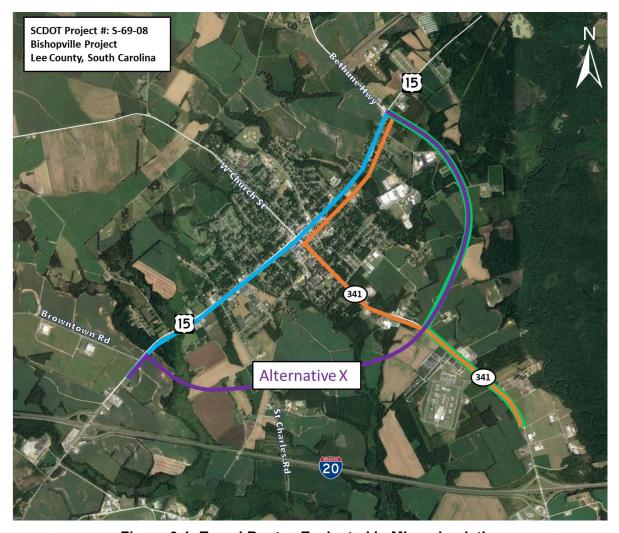


Figure 6-1: Travel Routes Evaluated in Microsimulation

The projected travel times for the alternatives are presented in **Table 6-1**, which also includes the existing and No Build travel times for comparison. The best travel time for each respective route is highlighted; in most cases, more than one alternative provides the best time. The travel time projections from these models represent an average of both directions on the route, as well as an average of six model runs to account for variations. It is important to note that SimTraffic's network travel time is not a measurement of time and distance for a modeled vehicle; instead, it is an estimation of collective delay across the route measured for vehicles that travel the specified route only, which is converted to an estimated travel time.

Table 6-1: Summary of Travel Times for Proposed Alternatives

Scenario		U.S. 15 (mm:ss)	U.S. 15 and SC 341 (mm:ss)	Alternative* (mm:ss)	Alternative and SC 341 (mm:ss)
	AM	6:44	7:40		-
2019 Existing	PM	7:17	8:53	_	_
2045 No Duild	AM	7:30	8:30	_	-
2045 No Build	PM	15:15	14:00	1	_
Altornativo 1	AM	7:00	8:15	7:00	5:30
Alternative 1	PM	7:00	8:15	7:15	5:30
Alternative 2	AM	7:00	8:15	6:30	5:45
Alternative 2	PM	7:00	8:30	6:45	5:45
Alternative 3	AM	7:00	8:00	7:30	5:00
Alternative 5	PM	7:00	8:00	7:30	5:00
Alternative 4	AM	7:00	8:00	7:30	5:00
Alternative 4	PM	7:00	8:00	7:30	5:00
Alternative 5	AM	7:00	8:15	6:30	5:45
Alternative 5	PM	7:15	8:30	7:00	5:45
Alternative 6	AM	6:45	8:00	6:30	5:00
Alternative 6	PM	6:45	8:00	6:30	5:00
Alternative 7	AM	7:00	8:15	7:00	5:30
Alternative /	PM	7:00	8:15	7:00	5:30
Altamatica C	AM	6:45	8:00	6:30	5:00
Alternative 8	PM	6:45	8:00	6:30	5:00
Altamatica	AM	7:00	8:15	7:45	5:30
Alternative 9	PM	7:00	8:15	8:00	5:30
Alta mastina 10	AM	7:00	8:15	7:30	5:45
Alternative 10	PM	7:15	8:30	7:15	5:45
Altornative 11	AM	7:00	8:15	7:45	5:30
Alternative 11	PM	7:00	8:15	8:00	5:30
Altamatica 12	AM	7:00	8:15	7:30	5:45
Alternative 12	PM	7:15	8:30	7:15	5:45

^{*}All alternative travel times are for 2045.

As previously stated, the travel times across the two major corridors in the study area are expected to increase moderately in the AM and significantly in the PM by 2045. The results presented in Table 6-1 indicate that the introduction of any one of the alternatives should provide travel times on the two existing major corridors that are better than what is projected under the 2045 No Build scenario; in most cases similar to or better than existing conditions:

- Travelling from one end of U.S. 15 to another via an alternative is projected to take the same or less time as travelling the length of U.S. 15 under existing (2019) conditions for all alternatives except Alternative 3 and its derivatives (which still performs better than 2045 No Build conditions). Alternatives 3 and 4 only show a difference of 10–30 seconds compared to existing conditions.
- Travelling between Bethune Highway and the I-20/SC 341 interchange via an alternative should be faster than the times shown for travelling to the interchange via

U.S. 15 and SC 341 under existing (2019) conditions.

Of all the alternatives, Alternatives 6 and 8 are both expected to have the best travel time results for all four routes. This is likely due to the relative length of their alignments and position of terminal intersections compared to the other alternatives, because they combine the shortest routes of the four alternatives and do not see a delay impact from an additional intersection on U.S. 15.

For further comparison, the degree to which each alternative would affect the existing intersections or require a new intersection on U.S. 15 was analyzed, which was measured by the number of impacted intersections. This provides an idea of whether one alternative requires more construction than another and whether it impacts delay on U.S. 15 by introducing additional intersections. The need for the improvements to Browntown Road and Bethune Highway was maintained from the No Build conditions, so the minimal number of intersections could be two. As many as four intersection modifications are possible if the alternative also includes two new intersections added to U.S. 15. The results are presented in **Table 6-2.** Note that signalization of an intersection is not necessarily recommended as a modification for intersections with poor performance but was used as the mitigating improvement to simulate worst-case conditions for the purpose of estimating travel time impacts.

Table 6-2: Summary of Potential U.S. 15 Intersection Modifications

Scenario	Number of Impacted Intersections	Location	Modifications
2045 No Build	2	U.S. 15 at Browntown Road	Signalization
2015110 20110	-	U.S. 15 at Bethune Highway	318.114112411311
Alternative 1	2	U.S. 15 at Browntown Road	Signalization
Alternative 1	2	U.S. 15 at Bethune Highway	Signalization
		U.S. 15 at Browntown Road	Signalization, Intersection Improvements
Alternative 2	3	U.S. 15 at Dixon Drive	Signalization, Intersection Improvements
		U.S. 15 at Bethune Highway	Signalization
		U.S. 15 at Browntown Road	Signalization
Alternative 3	3	U.S. 15 at Alternative 3 (S)	New Intersection (Signal)
		U.S. 15 at Alternative 3 (N)	New Intersection (Signal)
	3	U.S. 15 at Browntown Road	Signalization
Alternative 4		U.S. 15 at Wilkinson Road	Signalization, Intersection Improvements
		U.S. 15 at Alternative 4	New Intersection (Signal)
		U.S. 15 at Browntown Road	Signalization, Intersection Improvements
Alternative 5	3	U.S. 15 at Dixon Drive	New Intersection (Signal)
		U.S. 15 at Bethune Highway	Signalization
Alta was the co	2	U.S. 15 at Browntown Road	Signalization
Alternative 6	2	U.S. 15 at Alternative 6	New Intersection (Signal)
	2	U.S. 15 at Browntown Road	6
Alternative 7	2	U.S. 15 at Bethune Highway	Signalization, Intersection Improvements
Alta was ations 2	2	U.S. 15 at Browntown Road	Signalization, Intersection Improvements
Alternative 8	2	U.S. 15 at Alternative 8	New Intersection (Signal)
		U.S. 15 at Browntown Road	Signalization
Alternative 9	3	U.S. 15 at Alternative 9	New Intersection (Signal)
		U.S. 15 at Bethune Highway	Signalization, Intersection Improvements

Scenario	Number of Impacted Intersections	Location	Modifications		
		U.S. 15 at Browntown Road	Signalization		
Altornative 10	4	U.S. 15 at Alternative 10	New Intersection (Signal)		
Alternative 10	4	U.S. 15 at Dixon Drive	Signalization, Intersection Improvements		
		U.S. 15 at Bethune Highway	Signalization		
		U.S. 15 at Browntown Road	Signalization		
Alternative 11	3	U.S. 15 at Wilkinson Road	Signalization, Intersection Improvements		
		U.S. 15 at Bethune Highway	Signalization, Intersection Improvements		
		U.S. 15 at Browntown Road	Signalization		
Alternative 12	4	U.S. 15 at Wilkinson Road	Signalization, Intersection Improvements		
Alternative 12	4	U.S. 15 at Dixon Drive	Signalization, Intersection Improvements		
		U.S. 15 at Bethune Highway	Signalization		

Table 6-2 shows that Alternatives 1 and 7 have minimal impact because they tie to the existing Browntown Road and Bethune Highway intersections. Alternatives 6 and 8 also have minimal impacts because they tie into the existing Browntown Road intersection and replace the Bethune Highway intersection, though the construction of this new intersection could be more substantial than the modification of the existing one.

Each alternative was also evaluated based on how the new alignment will affect the operation of existing driveways and intersections. The location of the new alignment in relation to the existing driveways and intersections was assessed according to the SCDOT Access and Roadside Management Standards (ARMS) guidance. The criteria listed in **Table 6-3** below were used to determine how well the location of the alternative meets the access management standards set by SCDOT. It should be noted that each of the criterion do not carry the same weight. For example, if an intersection is near several driveways, the proximity to driveways score will reflect how many driveways are nearby, with a maximum value of 3; however, the intersection angle score has a maximum value of 2.

Table 6-3: Access Management Impact Score Criteria

CRITERIA	DESCRIPTION	SCORE
Proximity to Driveways	Are there existing driveways within 500 feet of the proposed intersection? Are they low-, medium-, or high-volume driveways? • Low Volume: residential/farm access • Medium Volume: small subdivision, specialty shop • High Volume: convenience store, gas station, small shopping center	No Driveway = 0 Low Volume = 1 Medium Volume = 2 High Volume = 3
Distance to Driveways	 US 15 southwest of SC 341: 325' St Charles Hwy: 275' SC 341: 325' US 15 northeast of SC 341: 275' 	Yes = 0 No = 1

CRITERIA	DESCRIPTION	SCORE
Alignment with Driveways	How does the new intersection align with the existing driveways? Does it create jogged driveways?	Aligned = 0 Left-hand Offset = 1 Right-hand Offset = 2
Distance to Intersections	Does the new intersection meet the following minimum distance criteria to existing intersections: • Rural between intersections: 1320'	Yes = 0 No = 1
Intersection Angle	What is the angle of the new intersection?	90 degrees = 0 Skewed <20 degrees = 1 Skewed >20 degrees = 2

The criteria were assessed at the four major intersections shared by all of the alternative routes: US 15 in the southern section of the study area, St. Charles Highway, SC 341, and US 15 in the northern section of the study area. Each intersection was given a score based on how much impact the alternative will have on the access management conditions. The detailed scoring tables for each of the four main alternatives are provided below. The summary of the access management impact scores for all 12 alternatives is provided in **Table 6-8**. The main alternatives are color-coded in Tables 6-4 through 6-7 for reference in Table 6-8 where the combinations are presented.

A higher impact score means the alternative is located near more driveways or existing intersections and does not comply with the spacing standards outlined in the ARMS manual. Of the four main alternatives, Alternative 2 has the lowest impact score (52) and Alternative 3 has the highest impact score (114). The low score for Alternative 2 is due to minimal existing driveways located near the Browntown Road intersection and because most of the existing driveways located within 500 feet of Dixon Drive (the northern terminus of Alternative 2) are residential, which are considered low-volume. Conversely, the high score for Alternative 3 is due to the medium- and high-volume driveways located within close proximity to its southern terminus with US 15 west of Wilkinson Road and near its northern terminus west of the existing Bethune Highway.

Table 6-4: Alternative 1 Access Management Impact Score Table

				CRITERIA			
		D	riveways		Intersecti	ons	
	Intersection at:	Proximity	Distance	Alignment	Distance	Angle	
	US 15 (south)	1 residential (low)	Yes	N/A	Yes	90	
	Subtotal	1	0	0	0	0	
	St Charles Hwy	2 RR spur (low)	Yes	Left-Hand Offset	Dove Lane: Yes	90	
		1 farm access (low)	Yes	Left-Hand Offset	165		
	Subtotal	3	0 3 0	0			
		1 residential (low)	Yes	Right-Hand Offset			
_		1 residential (low)	Yes	Right-Hand Offset			
E 1	SC 341	1 residential (low)	Yes	Right-Hand Offset	ffset English Mill		
ALTERNATIVE	SC 341	1 residential (low) No Right-Hand Offset Rd: No			Rd: No	90	
IA		1 residential/farm (low)	No	Right-Hand Offset			
S S		1 farm access (low)	No	Left-Hand Offset			
巴	Subtotal	6	3	11	1	0	
4	South Score	10	3	14	1	0	
		2 Happy China (medium)	Yes	Right-Hand Offset			
		3 Stokes Craven Preowned (medium)	1 Yes 2 No	Right-Hand Offset			
		2 Corner Grill (medium)	No	Left-Hand Offset			
	US 15 (north)	1 residential (low)	No	Left-Hand Offset	Dixon Dr: No	90	
		1 Platinum Bar & Grill (medium)	No	Left-Hand Offset			
		1 residential (low)	Yes	Left-Hand Offset			
		1 residential (low)	Yes	Left-Hand Offset	1		
	Subtotal	19	6	16	1	0	
	North Score	19	6	16	1	0	

Table 6-5: Alternative 2 Access Management Impact Score Table

				CRITERIA		
		D	riveways		Intersecti	ons
	Intersection at:	Proximity	Distance	Alignment	Distance	Angle
	US 15 (south)	1 residential (low)	Yes	N/A	Yes	90
	Subtotal	1	0	0	0	0
	St Charles Hwy	1 residential (low)	Yes	Left-Hand Offset	Yes	<20
	Subtotal	1	0	1	0	1
		1 residential (low)	Yes	Right-Hand Offset		
2		1 residential (low)	Yes	Right-Hand Offset		
	SC 341	1 residential (low)	Yes	Right-Hand Offset	English Mill	90
≥	SC 341	1 residential (low)	No	Right-Hand Offset	Rd: No	90
Ĭ		1 residential/farm (low)	No	Right-Hand Offset		
₩		1 farm access (low)	No	Left-Hand Offset		
ALTERNATIVE	Subtotal	6	3	11	1	0
٦.	South Score	8	3	12	1	1
		1 residential/farm (low)	Yes	N/A		
		2 Tommy's car repair (medium)	1 Yes 2 No	Left-Hand Offset	Mendy Ln: No	
	US 15 (north)	1 Head Start (medium)	No	Left-Hand Offset	Badh	<20
		1 residential (low)	No	Right-Hand Offset	Bethune Hwy:	
		1 residential (low)	No	Right-Hand Offset	- No	
		2 Happy China (medium)	Yes	N/A]	
	Subtotal	13	4	7	2	1
	North Score	13	4	7	2	1

Table 6-6: Alternative 3 Access Management Impact Score Table

				CRITERIA		
			riveways		Intersecti	ons
	Intersection at:	Proximity	Distance	Alignment	Distance	Angle
		1 liquor store (medium)	Yes	Left-Hand Offset		
		2 Fred's (high)	1 Yes 1 No	Left-Hand Offset		
		2 SAFE CFU (high)	No	Right-Hand Offset	1	
		2 Hardware store (medium)	1 Yes 1 No	Right-Hand Offset	Wilkinson Rd:	
	US 15 (south)	1 self-storage (low)	No	N/A	No	90
		1 residential (low)	No	N/A	1	
		1 residential (low)	Yes	N/A	1	
		1 residential (low)	Yes	Right-Hand Offset	1	
		1 CSC Community Planning (medium)	Yes	N/A		
က	Subtotal	24	6	13	1	0
	St Charles Hwy	2 RR spur (low)	No	Left-Hand Offset	Yes	>20
ALTERNATIVE	Subtotal	2	2	2	0	2
Z		1 residential (low)	Yes	Right-Hand Offset		
꼰		1 residential (low)	Yes	Right-Hand Offset	1	
Ę	SC 341	1 residential (low)	Yes	Right-Hand Offset	English Mill	90
A	3C 341	1 residential (low)	No	Right-Hand Offset	Rd: No	90
		1 residential/farm (low)	No	Right-Hand Offset		
		1 farm access (low)	No	Left-Hand Offset		
	Subtotal	6	3	11	1	0
	South Score	32	11	26	2	2
		1 Head Start (medium)	Yes	Left-Hand Offset		
		1 residential (low)	No	Left-Hand Offset		
		1 residential (low)	No	Left-Hand Offset	1	
		2 Happy China (medium)	No	Left-Hand Offset		
	US 15 (north)	3 Stokes Crave Preowned	2 Yes	Left-Hand Offset	Dixon Dr: No	<20
		(medium)	1 No	Leit-Halld Oliset		
		2 Corner Grill (medium)	Yes	Right-Hand Offset		
		1 Platinum Bar & Grill (medium)	Yes	Right-Hand Offset		
	Subtotal	20	5	14	1	1
	North Score	20	5	14	1	1

Table 6-7: Alternative 4 Access Management Impact Score Table

				CRITERIA		
		С	Priveways		Intersecti	ons
	Intersection at:	Proximity	Distance	Alignment	Distance	Angle
		2 SAFE CFU (high)	No	Right-Hand Offset		
		2 Hardware store	1 Yes	Right-Hand Offset		
		(medium)	1 No	Rigiti-Harid Offset		
		1 self-storage (low)	No	N/A		
	US 15 (south)	1 residential (low)	No	Yes	90	
		1 residential (low)	Yes	N/A		
		1 residential (low)	Yes	Right-Hand Offset		
		1 CSC Community	Yes	N/A		
		Planning (medium)	103	NA		
	Subtotal	16	8	5	0	0
4	St Charles Hwy	2 RR spur (low)	No	Left-Hand Offset	Yes	>20
Ę,	Subtotal	2	2	2	0	2
≥	SC 341	1 residential (low)	Yes	Right-Hand Offset		
⋖		1 residential (low)	Yes	Right-Hand Offset		
8		1 residential (low)	Yes	Right-Hand Offset English Mill		90
Щ		1 residential (low)	No	Right-Hand Offset	Rd: No	90
4		1 residential/farm (low)	No	Right-Hand Offset		
	Subtotal 2 2 2 2 1 1 1 1 1 1					
	Subtotal	6	3	11	Yes O English Mill Rd: No 1	0
	South Score	24	13	18		2
		1 Head Start (medium)	Yes	Left-Hand Offset		
		1 residential (low)	No	Left-Hand Offset		
		1 residential (low)	No	Left-Hand Offset		
		2 Happy China (medium)	No	Left-Hand Offset		
	US 15 (north)	3 Stokes Crave Preowned	2 Yes	Left-Hand Offset	Dixon Dr: No	<20
		(medium)	1 No			
		2 Corner Grill (medium)	Yes	Right-Hand Offset		
		1 Platinum Bar & Grill (medium)	Yes	Right-Hand Offset		
	Subtotal	20	5	14	1	1
	North Score	20	5	14	1	1

Table 6-8: Access Management Impact Summary

		TOTAL Impact				
Alternative	Proximity	Driveways Distance	Alignment	Distance	Angle	Score
Alternative 1						
1 (south)	10	3	14	1	0	28
1 (north)	19	6	16	1	0	42
Total	29	9	30	2	0	70
Alternative 2						
2 (south)	8	3	12	1	1	25
2 (north)	13	4	7	2	1	27
Total	21	7	19	3	2	52
Alternative 3	22					
3 (south)	32	11	26	2	2	73
3 (north)	20	5	14	1	1	41
Total Alternative 4	52	16	40	3	3	114
4 (south)	24	13	18	1	2	58
4 (north)	20	5	14	1	1	41
Total	44	18	32	2	3	99
Alternative 5			<u> </u>	_		33
1 (south)	10	3	14	1	0	28
2 (north)	13	4	7	2	1	27
Total	23	7	21	3	1	55
Alternative 6		ı		1	ı	
1 (south)	10	3	14	1	0	28
3 (north)	20	5	14	1	1	41
Total	30	8	28	2	1	69
Alternative 7						
2 (south)	8	3	12	1	1	25
1 (north)	19	6	16	1	0	42
Total	27	9	28	2	1	67
Alternative 8			12			25
2 (south)	8	3	12	1	1	25
3 (north) <i>Total</i>	20	5 8	14	2	2	41 66
Alternative 9	28	0	26	2		00
3 (south)	32	11	26	2	2	73
1 (north)	19	6	16	1	0	42
Total	51	17	42	3	2	115
Alternative 10			I			
3 (south)	32	11	26	2	2	73
2 (north)	13	4	7	2	1	27
Total	45	15	33	4	3	100
Alternative 11		·		·		1
4 (south)	24	13	18	1	2	58
1 (north)	19	6	16	1	0	42
Total	43	19	34	2	2	100

			CRITERIA								
		Driveways Intersections									
Alternative	Proximity	Distance	Alignment	Distance	Angle	Score					
Alternative 12											
4 (south)	24	13	18	1	2	58					
2 (north)	13	4	7	2	1	27					
Total	37	17	25	3	3	85					

As seen in Table 6-8, Alternatives 2 and 5 have the lowest access management impact scores at 52 and 55, respectively. These alternatives are both comprised of the northern segment from the main Alternative 2. In the southern section of the study area, Alternatives 1 and 2 tie into U.S. 15 at the existing Browntown Road intersection, which has minimal existing driveways nearby and meets the spacing standards between intersections. Alternatives 3 and 4 are proposed to tie into U.S. 15 near Wilkinson Road, which is located near several existing businesses and could lead to future access management issues based on the number of driveways in close proximity to each other. In the northern section of the study area, Alternative 2 has a lower impact score because the majority of the existing nearby driveways are low-volume residential driveways. The other three alignments have very similar impact scores because there are several medium-volume driveways nearby, which could lead to future access management issues.

7. SUMMARY

This study analyzed the anticipated impact of alternative routes around downtown Bishopville, South Carolina. The study first analyzed existing and projected No Build conditions, focusing on congestion, travel time, and safety.

The results of the Origin-Destination study showed that vehicles travelling through Bishopville primarily use U.S. 15 to traverse downtown, and U.S. 15 between I-20 and SC 341 appears to be the primary route to exit Bishopville. Secondary routes include Bethune Highway and SC 341, with U.S. 15 being the connection between those two routes. The existing traffic operations show that all intersections are operating at acceptable levels of service.

Four alternatives were proposed, each with two hybrid alternatives, resulting in a total of 12 alternative routes. Of all the alternatives, Alternatives 6 and 8 are both expected to have the best travel time results with the least modifications to intersections on U.S. 15. This is likely owing to the relative length of their alignments and position of terminal intersections compared to the other alternatives.

Highlights of this traffic analysis include:

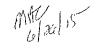
- Conservative estimates of 2045 No Build traffic conditions showed extensive queueing on U.S. 15 in downtown and poor traffic operations at the unsignalized intersections of U.S. 15 with Browntown Road and Bethune Highway. To model a worst-case scenario for traffic flow under the alternatives, it was assumed that the two unsignalized intersections would be signalized in all alternative scenarios to mitigate the failing LOS, though in reality a warrant analysis and further study would be required before a traffic signal would be installed.
 - By 2045, U.S. 15 south of downtown Bishopville is expected to be at 22,000 vehicles per day (vpd), exceeding the daily capacity for a two-lane roadway. This is based on the Highway Capacity Manual's (6th ed.) generalized daily service volume of 17,800 vehicles for a two-lane roadway at 30 mph.
- The alternatives are expected to reduce the volumes on U.S. 15 to 14,000–15,500 vpd, eliminating the need for capacity improvements in the downtown area.
- The traffic analysis confirms that a three-lane typical section is adequate for the alternative route.
 - The projected 2045 ADT on the southern alternative segments could range from approximately 6,600 vpd to 8,700 vpd.
 - The projected 2045 ADT on the northern alternative segments could range from approximately 4,500 vpd to 5,900 vpd.
- Depending on the alternative, between 1,000 and 1,300 heavy vehicles on the northern segment and 850 to 1,050 heavy vehicles on the southern segment should be diverted from U.S. 15.
- Heavy vehicle restrictions were not applied to the existing routes; therefore, for the

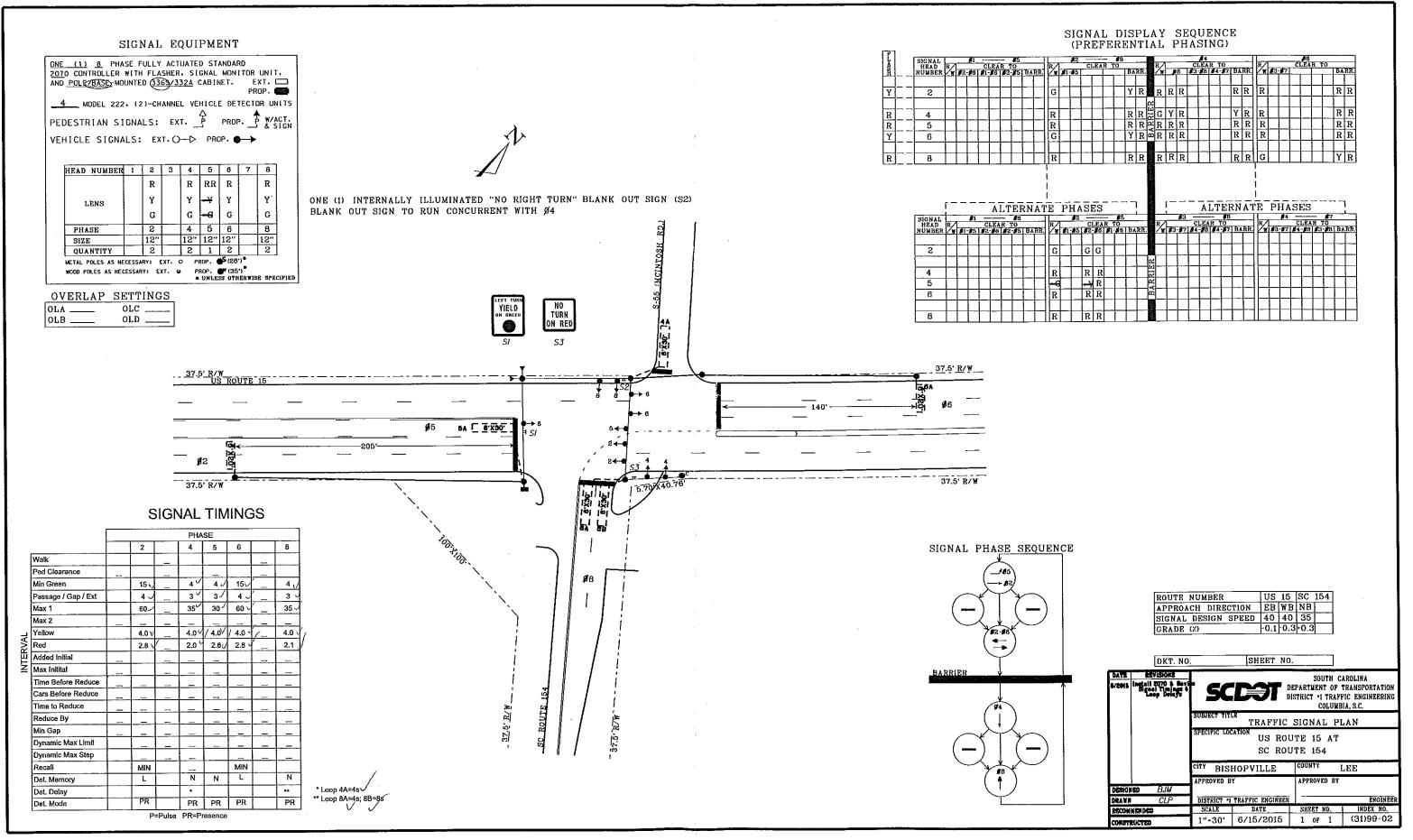
future volume assignment, heavy vehicles and passenger vehicles were treated the same.

- The alternatives provide travel time savings, especially between Bethune Highway and the I-20/SC 341 interchange.
 - Travel times in 2045 are expected to increase significantly in the PM peak hour based on conservative analysis of the No Build scenario.
 - By introducing alternative routes, travel times are anticipated to improve or remain relatively similar to 2045 No Build conditions on both the alternative and existing routes.
- With regard to potential construction impact, Alternatives 1 and 7 potentially have the least impact largely because they tie into existing intersections.
- With regard to access management concerns, alignments that tie into Browntown Road on the southern end of U.S. 15 and Dixon Drive on the northern end of U.S. 15 present better access management conditions.
- Although the safety analysis did not indicate any trends that would be alleviated by the alternatives, a shift in volume from the main roadways to the alternative route should correspond with a reduction in crash frequency on the main roadways.
- The railroad crossings will have a negligible travel time impact.
- The alternatives should result in improvements in projected levels of service and queues along U.S. 15 by shifting volume in the downtown region to the alternative.
- All alternatives provide similar operational and travel time savings results. Other factors, such as environmental impacts or construction costs, need to be assessed to choose a preferred alternative.

APPENDIX A

Existing Traffic Signal Information





Controller Database Timing Sheet

Station: 1181 - US-15 N. Main @ SC-15 St. Charles/ McIntosh(Permanent File)

Type: NTCIP 65.x 2070 Ethernet

Firmware:

Created By: sessionsje

Modified By:

Reviewed By:

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TABLE - 1																
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Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0 .	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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	1	2	3	4	5	- 6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																,
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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Offset Time	000	000	000	0000	000	0000	0 0 0	000	000	0 0 0	0 0 0	000	0 0 0 0	0000	000	0
Split Number	1 2 3	4 5 6	7 8 9	1011121	314151	6000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0				
Seq Number	1 1 1	1 1 1	1 1 1	1 1 1 :	1 1 1 :	1 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0000	0000	0
Phase Entries	(Libratio est des si Libratio (filo da el			eli milioneli mbli m glionim (glionigi me	s realitic stray a stately strak	lagania araba Lagana		i de la companya de La companya de la co							igir splat iç sincə də d	
	1	2	3	4	5	6	7	- 8	9	10	11	12	13	14	15	1
TABLE - 1									,		1		1	ı		·
Walk	0	0	0	0	0	0	0	0	0 .	0	0	0	0	0	0	ļ <u>'</u>
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Min Green	0	15	0	4	4	15	0	4	0	0	0	0	0	0	0	(
Passage	0	4	0	3	3	4	0	3	0	0	0	0	0	0	0	
Max1	0	60	0	35	30	60	0	35	0	0	0	0	0	0	0	(
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Yellow	0	4	0	4	4	4	0	4	0	0	0	4	4	4	4	4
Red	0	2.8	0	2	2.8	2.8	0	2.1	0	0	0	2	2	2	2	-
Red Revert	0	5	0	5	5	5	0	5	0	0	0	0	0	0	0	(
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Min Gap	0	3	0	3	3	3	0	3	0	0	0	0	0	0	0	
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RI
Enable		Х	•	X	X	X		X								
Auto Entry	· .			X				X								
Auto Exit		Х		-		X										1
Non Act1	•	•			•	•										-
Non Act2					я											
Lock Call	_	Х	•			Х				•			•			
Min Recall		Х				Х					•	•	•	,		
Max Recall																

Phase Entries												i li (Kuli) es Sib silven dibi				rije de raneri Silner Districi
	1	2	3	4	5	6	7	- 8	9	10	11	12	13	14	15	16
Ped Recall																-
Soft Recall									-		•			•		
Dual Entry		Х		X		Х		Х	-					4	•	
Sim Gap Enable		X		Х		X		X	-							
Guar Passage						•			•							
Rest In Walk	•								1			,			b .	
Cond Service	-	•					-									
Add Init Calc			•			u	•			-					я	
Ring	1	1	1	1	2	2	1	1	0	0	0	0	0	0	0	0
Concur 1	5	5	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Concur 2	6	6	0	0	2	2	0	0	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded							elleginge (el ellegingenen	de Porte i Uni Giudo de 2017		repriè de la Mario de la vi	es loji ety loji est est elemin	dielog (genie) Malannich ob	er er en			
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1											Online Service					
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase								·		я	4			1	•	
TABLE - 2													,			
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	•		•	•			•	•			•					
TABLE - 3								ı	ı	1		I		_		
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase							•	•			•	•	-			
TABLE - 4		1	ı		ı	1	_		r	_			1 -			1 .
Time	00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	ИОИ	NON	NON	NON	NON	NON	NON	NON	NON
Phase		(1986) (AND PANCO) (1735) (C	• • • • • • • • • • • • • • • • • • •	CELASIS A DESAUGRACIONE	SALESTON LES D'ACCORNO SINS	•			•					•	•	<u> </u>
TABLE - 5		<u> </u>		_			l _		l			· .		^		
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0 NON	0 NON
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•	•	•			•			•	•	•			•	•
TABLE - 6		1 6	1 .	l	l	l	l		·	l	0	l o	l o	0	0	l o l
Time	0	0	0	0	0	0	0	0	0	0 NON	NON	NON	NON	NON	NON	NON
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON					
Phase								•			•	•	•	•	P	•
TABLE - 7	0	0	l o	0	l o	0	0	Ιο	l o	0	0	l o	l o	0	l o	l o l
Time Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
		INON	INOIN		INOIN		INON	NON	INOIN	INOIN	IVOIN	INOIN	14014	NON	14014	14014
Phase TABLE - 8	•	•			<u> </u>	•	•			<u> </u>	•	<u> </u>	<u> </u>	•		
Time	0	l 0	Ιο	0	0	lo	l o	0	l o	Го	0	l o	Γο	0	lo	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase			14014			<u> </u>	14014	11011	1,0,1	11011		, iton				
rnase	•	•	<u> </u>				<u> </u>	· · ·	<u> </u>		· ·	I		•	1	l

R/ CLEAR TO | R/ CLEAR TO | R/ G | G3-68 | 64-67 | BARR | R/ | G3-67 | G4-67 |

ALTERNATE PHASES

SIGNAL DISPLAY SEQUENCE

-- WHEN CALLED: TIMES WALK THEN PLASHING DON'T WALK, THEN GOES STEADY DON'T WALK.

SIGNAL EQUIPMENT

ONE (1) 8 PHASE FULLY ACTUATED STANDARD
2070 CONTROLLER WITH FLASHER, SIGNAL MONITOR UNIT,
AND POLEYBASE MOUNTED 3365/3324 CABINET. EXT. PROP. 5 MODEL 222. (2)-CHANNEL VEHICLE DETECTOR UNITS PEDESTRIAN SIGNALS: EXT. P PROP. NACT. VEHICLE SIGNALS: EXT. O→ PROP. ◆→

HEAD NUMBER	2	4	6	В
	R	R	R	R
LENS	Y	Y	Y	Y
	G	G	G	G
PHASE	2	4	6	8
SIZE	12"	12"	12"	12"
QUANTITY	2	2	2	S

METAL POLES AS NECESSARY: EXT. O PROP. 45 (28')* WOOD POLES AS NECESSARY: EXT.

PROP. ●* (36)*

UNLESS OTHERWISE SPECIFIED

OVERLAF	SETTINGS
OLA	OLC
OLB	OLD

SIGNAL TIMINGS

					PHA	SE			
			2		4		6		8
	Walk			1		_		_	
	Ped Clearance	_				. –			
	Min Green		15 _\		4 √		15 _{\(\)}		4 ∖
	Passage / Gap / Ext		4 >		3 🤇	_	4	// _	3√
	Max 1		60 ✓		35 v		60 ८	1	35√
	Max 2		1			/—	1	,	1
۳	Yellow		4.0 ∨	_	4.0 /	[/	4.0 ♀	/_	4.0 ∖
INTERVAL	Red		2.0 ີ	_	2.0		2.0 \		2.0 \
岜	Added Initial	_			_	_		-	_
Z	Max Initital				_	_		_	
	Time Before Reduce				-	_	-		_
	Cars Before Reduce					_	1	_	_
	Time to Reduce		_	_	_			_	_
	Reduce By	-	_		_		_	_	
	Min Gap								
	Dynamic Max Limit		-	-	_	_			
	Dynamic Max Step		_		_	_	1	_	
	Recall		MIN		_	_	MIN		
	Det. Memory		L		N		L		N
	Det. Delay				*				**
	Det. Mode		PR		PR		₽R		PR
			P	=Pulse	PR=Pr	еѕелсе			

* Loop 4A≃4s ** Loop 8A=4s;

		SIGN (PR	AL DISPLAY SEQUENCE EFERENTIAL PHASING)
		Signal Read Read	BARR
	SC ROUTRE 34 (W. CHURCH ST.) PARKING L	ALTERNATE PHAS	ES
US ROUTE 15 PARKING Ø2 o	8 6 115 6 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	PARKING PARKING PARKING	
	B KSQ B SC ROUTRE 341 (E. CHURCH	SIGNAL PHASE SEQUENCE	ROUTE NUMBER APPROACH DIREC' SIGNAL DESIGN S GRADE (Z) DKT. NO. 31.33
4s 4s; 8C=15s	H ST	() () () () () () () () () () () () () (DATE REVISIONS 6/2016 INSIGNITE 2070, L ROYING 12 Loop Delays SUBJECT TITL SPECIFIC LOC. SC CITY BIS APPROVED BY RECOMMENDED SCALE 2012 SCALE 2

 ROUTE NUMBER
 US 15
 SC34/341

 APPROACH DIRECTION
 EB WB NB SB

 SIGNAL DESIGN SPEED
 30
 30
 30

0 0 0 0

DKT. NO. 31.338 SHEET NO. 7,8

	Signal Timinga & Loop Delays	DEPARTMENT OF TRANSPORTATION DISTRICT •1 TRANSPORTATION COLUMBIA, S.C.
		SUBJECT TITLE TRAFFIC SIGNAL PLAN
		SPECIFIC LOCATION US ROUTE 15 AT
		SC ROUTE 34/ 341 (CHURCH ST.)
į		CIEV COUNTY I DE

CITY BISHOPVILLE LEE APPROVED BY APPROVED BY DESIGNED BJM CLP DRAWN RECOMMENDED CONSTRUCTED

Controller Database Timing Sheet

Station: 1182 - US-15 N. Main St @ SC-34 Church St(Permanent File)

Type: NTCIP 65.x 2070 Ethernet

Firmware:

Created By: sessionsje

Modified By:

Reviewed By:

Day Plan			0,000 (0.1								o di di					
	1	2	3	4	5	6	7	- 8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3											,		i			
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4													1			
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5											<u> </u>					
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6									1				_		_	
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7										1	1		1	_	_	
Hour	0	0	0	-0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
ABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1inute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	<u> </u>	0	0	n	0	0	0	0	0	0	0	0	0	0	0

Patterns Expanded												sapata pia dam sandan santan		usilijas ir Ge ontobologijas		
•	1 7 7	4 5 6	7 0 0	1 1 1 1 0 1 2 3	1 1 1 1	L 1 1 1 5 7 8 9	2 2 2	2 2 2	2 2 2	2 3 3	3 3 3	3 3 3	3 3 4 4 8 9 0 3	4 4 4	4 4 4 5 6 7	4 8
	1 2 3	4 3 0	7 8 9	0 1 2 3	3 4 5 6	5 7 8 9	0 1 2	3 4 5	6 7 8	9 0 1	2 3 4	5 6 7	8 9 0 1	. 2 3 4	5 6 7	[8]
TABLE - 1									,							
Cycle Time	0 0 0					0000	0 0 0	000	0 0 0	0 0 0	0 0 0	0 0 0				
Offset Time	0 0 0								0 0 0					0 0 0		
Split Number				1011121			0 0 0	000	0 0 0	0 0 0	0 0 0	0 0 0		000		
Seq Number	1 1 1	1 1 1	1 1 1	1 1 1 :	1 1 1 :	1 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0		0 0 0 0	0
Phase Entries				de Caro Servações Controvações de Serva												
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1									10.100101	,	1					,
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	0	4	0	15	0	4	0	0	0	0	0	0	0	0
Passage	0	4	0	3	0	4	0	3	0	0	0	0	0	0	0	0
Max1	0	60	0	35	0	60	0	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	4	0	4	0	4	0	4	0	0	-0	4	4	4	4	4
Red	0	2	0	2	0	2	0	2	0	0	0	2	2	2	2	2
Red Revert	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable		X	•	X		X	-	X								<u> </u>
Auto Entry			-	X	,			X		•	•					
Auto Exit		Х				X				•	-		•	•		
Non Act1		•										•		•		
Non Act2					•											ļ .
Lock Call		X		•		X		•								<u> </u>
Min Recall		Х				Х		•						•	•	
Max Recall	.	¥											ļ			

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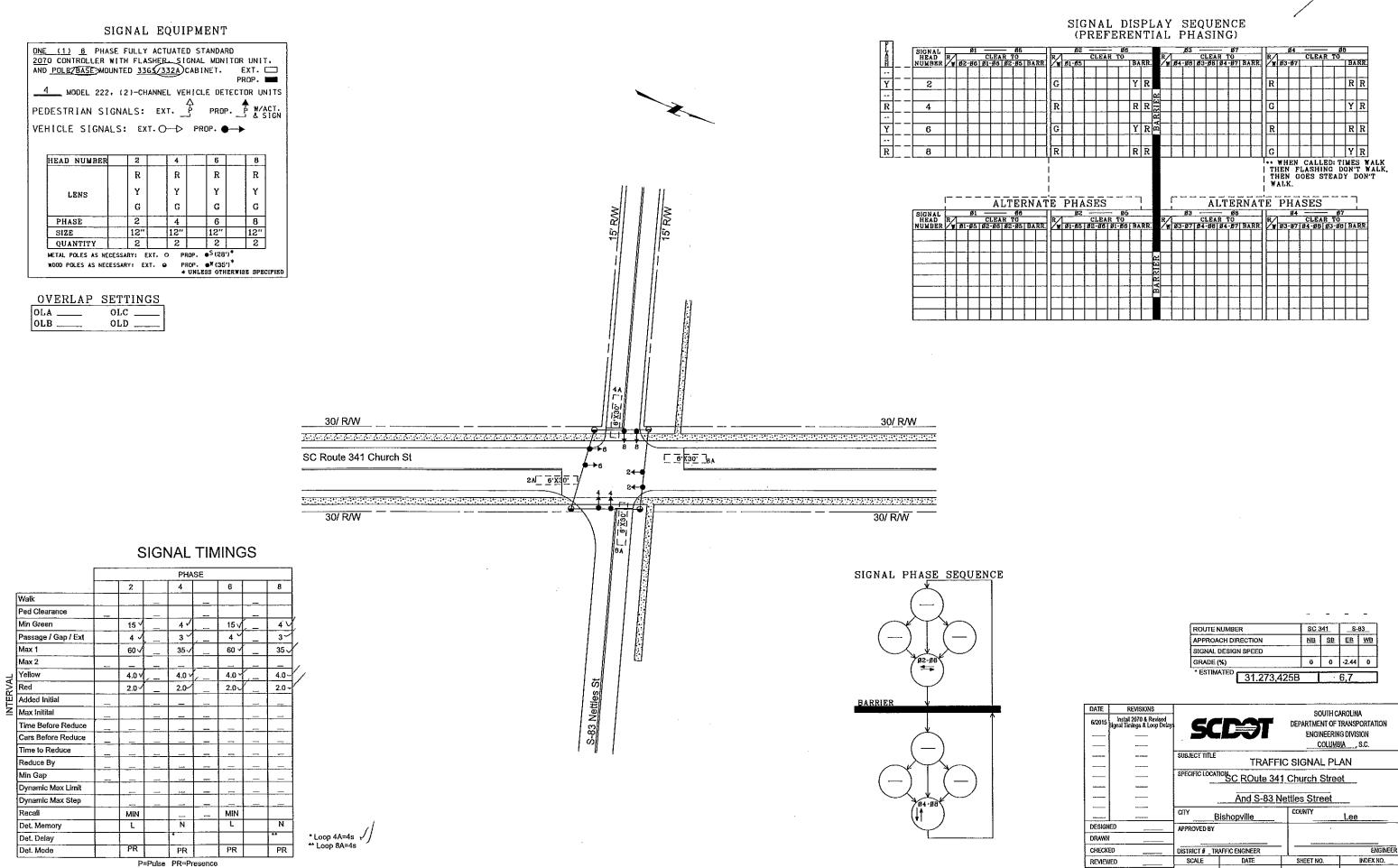
Phase Entries					ne Gereya		10 11 12 12 18 12 16 18									
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall																
Soft Recall							•									
Dual Entry		X	•	Х		Х		X			-					
Sim Gap Enable		Х	-	X		X		X						u u		,
Guar Passage			•		•					•	•	<u> </u>				
Rest In Walk			,		•						•	•				
Cond Service			•		•		•			•	•	-				
Add Init Calc							-						-		•	
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded	1881 01 (8) 50									reguesions es Venzile resolut						
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1				100	name in the di											
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase									,	•			•	w		
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	ИОИ	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•			al .	•				•	•			•	•	-
TABLE - 3									,							
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		,	•				•	-			•			•		
TABLE - 4											1	_	1			
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	ИОИ	иои	NON	NON	NON	иои	NON	NON	NON	NON	NON	NON	NON	NON
Phase	SANTESSANT THE BUT AS SECTION SOLD		• • • • • • • • • • • • • • • • • • •	to vice our sold over the Unite	# #200 055 A SALVASSONIA	VAC-000000000000000000000000000000000000	·	•	*		•	•	•	•		
TABLE - 5						l de la companya de l	1		1	_	r <u> </u>	_	_		_	
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase					•	•			•				•	•		•
TABLE - 6	r -		_	_	_	i		l _			ا م	1 .	1 .	-		
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase										•				•	•	•
TABLE - 7	1 .		l	I 🛕			1 6			1 0	l			0	_	· ·
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	•		•	<u> </u>		·	-		<u> </u>	•	•		•	•		-
TABLE - 8	1 .								1 0		l	I	1 ^	0		
Time	0	0	0	0	0	0	0	0	0 NON	0	0	0 NON	NON.	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•	· ·	<u> </u>		•		<u> </u>	<u> </u>	<u> </u>	•	•	•		•	

1"= 30'

6/15/2015

.1^{OF} .1



Controller Database Timing Sheet

Station: 1180 - SC-341 Church St @ S-83 Nettles St(Permanent File)

Type: NTCIP 65.x 2070 Ethernet

Firmware:

Created By: sessionsje

Modified By:

Reviewed By:

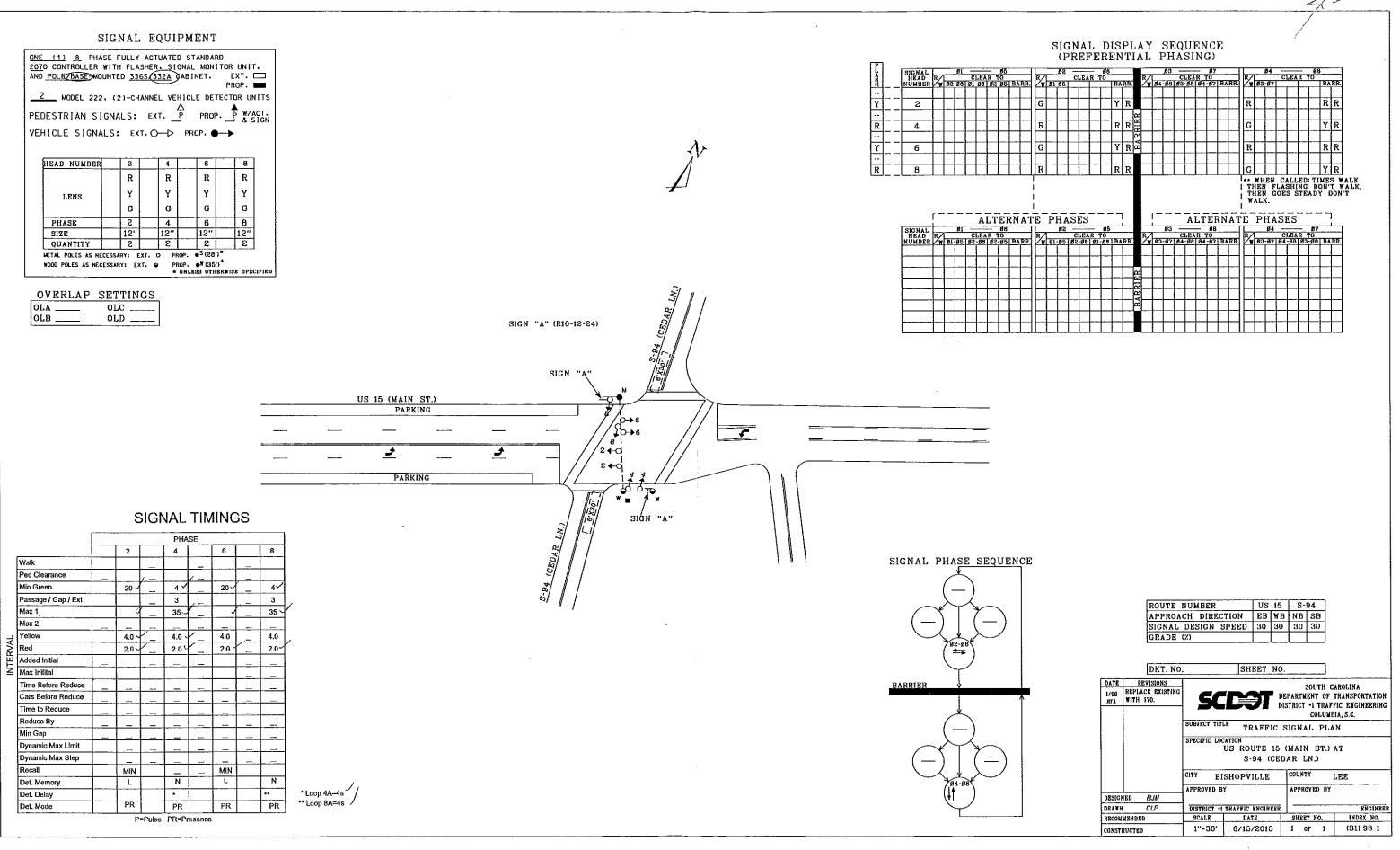
Day Plan			onujusi sin			jó (1) (j. 19.	grebole da				(3) (6) (6) (6)	10 10 10 15			6 8 4 6	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2									ii ji					appropriate and		0.000
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4													1			r
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5						r							1			T
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6	r	1		-	_			i — -		· -	_	_	1 -	_		11
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7	l					Y		i		1	-		l -		_	
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan		60.000			u esta a a a a	8633					do el en lip					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns Expanded												195 - 195 -	Kingrasi (ili. Regio (ili. esti)			116115 236165
	1 2 3	4 5 6	789	1 1 1 :	1 1 1 7	l 1 1 1 5 7 8 9	2 2 2	2 2 2	2 2 2	2 3 3	3 3 3	3 3 3	3 3 4 4	1 4 4 4 1 2 3 4	4 4 4 5 6 7	. 4 ' 8
				0 1 2 3	3 4 5 6	5 7 8 9	0 1 2	<u> 3 4 5</u>	6 7 8	901	<u> 2 3 4 </u>	5 6 7 3	<u> 8 9 0 :</u>	1 2 3 4	1 5 6 7	[8]
TABLE - 1	-111			-1-1-1	-1-1-1-			T-1-1-		اعلماما			املمام	ماماماء	Jalala	
Cycle Time	0 0 0	- - - !	0 0 0		000				000	0 0 0				0000		
Offset Time	0 0 0				000					0 0 0	1 1 5			0 0 0		
Split Number	1 2 3			1011121										0000		
Seq Number	1 1 1	1 1 1	1 1 1	1 1 1 :	1 1 1 :	1 0 0 0	000	0 0 0	0 0 0	000	0 0 0	000	0 0 0 0	0 0 0 0) 0 0 C	0
Phase Entries			en en et e An en en e													
	1	2	Э	4	5	6	7	- 8	9	10	11	12	13	14	15	16
TABLE - 1		1000								this the second						
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Green	0	15	0	4	0	15	0	4	0	0	0	0	0	0	0	0
Passage	0	4	0	3	0	4	0	3	0	0	0	0	0	0	0	0
Max1	0	60	0	35	0	60	0	35	0	0	0	0	0	0	0	0
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Yellow	0	4	0	4	0	4	0	4	4	4	4	4	4	4	4	4
Red	0	2	0	2	0	2	0	2	2	2	2	2	2	2	2	2
Red Revert	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	0
Added Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Gap	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RED
Enable		X		X		X	-	X								
Auto Entry		-		X		•	p	X		-						
Auto Exit	,	X				X				-						
Non Act1	*		•			,	•		<u>, , , , , , , , , , , , , , , , , , , </u>		•			,		
Non Act2		<u> </u>			•						•					
Lock Call		Х	•	*		X	•				•		•			<u> </u>
Min Recall		X	•		•	Х					•		•	•		
Max Recall						•							<u> </u>		w	

Phase Entries				(n) 2 n (6) (6) (6)		l in sign as as	Model (dispe									dia di Gerali Ra dienel ISB
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Ped Recall				•						•	,	p.		•		
Soft Recall		•					•	•			•	•		•		
Dual Entry		Х		Х	-	Х		Х				•				
Sim Gap Enable		X		Х	•	X		X			•	•				
Guar Passage									٠		•					
Rest In Walk						•	-		,		4	•	-		•	-
Cond Service		-									•			•		•
Add Init Calc							-				•	•	4	•		-
Ring	1	1	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded		estriga de est					olo ca de la decaración de Abil		k. 1911 (c. 1911 (c. 1912 (c. 1911 (d. 1911)							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase			•	•			,								,	
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase								,								
TABLE - 3																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•	•				•									
TABLE - 4																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	ИОИ	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•	•				•			•						
TABLE - 5																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	. 0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•	•	•												
TABLE - 6									,	,						,
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	•	4	•	-			•									
TABLE - 7										,				,		
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	ИОИ	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	4	2284024940404	•	-		·	•	•	•		•			•		
TABLE - 8							Y					,				
Time	0	.0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase						-			,	,	•	•	•			



Controller Database Timing Sheet

Station: 1183 - US-15 N. Main St @ S-94 Cedar Lane(Standard File)

Type: NTCIP 65.x 2070 Ethernet

Firmware:

Created By: sessionsje

Modified By:

Reviewed By:

Day Plan			(j. 1865) (d. 1		ig greet	vid light day of						01/30134776413		in es al di		di di di
	1	2	3	4	- 5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 2																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	99	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 3																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	- 0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 4																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 5								,								
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 6	1		والمستعدد													
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 7						r		l								
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Day Plan				da es es 1230 d Manga Calendario		odrijen samo 1888 Grajio (S.					60 00 00 00 60 00 00 00	31 1512 149 617 1 61 1513 161 619 1				
14 (14) (14)	1	2	3	4	5	-6	7	- 8	9	10	11	12	13	14	15	16
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TABLE - 8																
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Patterns Expanded			inoso (4. j.c.)				na de la coma			8 8 60 60					20 Au 25 Au 1788 FM 851 AU	
	1 2 3	4 5 6	7 8 9	1 1 1 :	1 1 1 1 3 4 5 6	L 1 1 1 5 7 8 9	2 2 2 0 1 2	2 2 2 3 4 5	2 2 2 6 7 8	2 3 3	3 3 3	3 3 3 5 6 7	3 3 4 4	1 4 4 4 2 3 4	4 4 4 5 6 7	4 8
	1 2 3	7 7 0	7 8 9	0 1 2 3	3 4 5 6	5 7 8 9	0 1 2	3 4 5	678	9 0 1	2 3 4	5 6 7 3	8 9 0 1	[2]3]4	5 6 7	[8]
TABLE - 1								, -, -, -	,,							7-1
Cycle Time	0 0 0				000		000					0 0 0				
Offset Time	0 0 0					000			<u> </u>	0 0 0		0 0 0		0 0 0		0
Split Number	1 2 3	4 5 6	\rightarrow	011121			0 0 0			0 0 0		0 0 0		0 0 0		0
Seq Number	1 1 1	1 1 1	1 1 1	1 1 1 :	1 1 1 :	1 0 0 0	000	000	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0 0	0 0 0	0 0 0 0	<u>o</u>
Phase Entries	100 mg Hillian 20															
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	1
TABLE - 1						ajjana na mi		Antonio di								
Walk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Ped Clearance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Min Green	0	20	0	4	0	20	0	4	0	0	0	0	0	0	0	(
Passage	0	0	0	3	0	0	0	3	0	0	0	0	0	0	0	(
Max1	0	0	0	35	0	0	0	35	0	0	0	0	0	0	0	(
Max2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Yellow	0	4	0	4	0	4	0	4	4	4	4	4	4	4	4	4
Red	0	2	0	2	0	2	0	2	2	2	2	2	2	2	2	2
Red Revert	0	5	0	5	0	5	0	5	0	0	0	0	0	0	0	(
Added Initial	0	0	. 0	0	0	0	0	0	0	0	0	0	0	0	0	(
Max Initial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Time Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Cars Before Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Time To Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Reduce By	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	(
Min Gap	0	3	0	3	0	3	0	3	0	0	0	0	0	0	0	(
Dynamic Max Limit	0	0	0	0	0	0	0	0	0	0	0.	0	0	0	0	(
Dynamic Max Step	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Startup	RED	GREEN	RED	RED	RED	GREEN	RED	RED	RED	RED	RED	RED	RED	RED	RED	RE
Enable -		X		X	-	X	*	X			•		-	-	•	
Auto Entry				X				X			•		· ·	•	•	1
Auto Exit		X	•		· · · · · · · · · · · · · · · · · · ·	Х	•	•	-	1 .			•	ı	•	ļ <u>.</u>
Non Act1			•			-			•		•	•		· ·	<u> </u>	ļ
Non Act2	•			•			-		<u> </u>		,	•			*	
Lock Call	•	X				X	-			,	k				-	
Min Recall	•	X	•			Х	•		•				<u> </u>	•		-
Max Recall	<u> </u>			·			•			<u> </u>		<u> </u>	<u> </u>		•	<u> </u>

Phase Entries		761 05 61 52	sistanis Saugunis			rija vištarija silo Krija i KALADA seko		a viv			23 (1) (1) (3) (3) (4)/(3) (4)				(6) (6) (6) (8) (4) (6) (6) (8)	
	1	2	3	4	5	- 6	7	8	9	10	11	12	13	14	15	16
Ped Recall			-		¥	4					P.					
Soft Recall																•
Dual Entry		Х		Х		X		Х		•						
Sim Gap Enable		Х		Х		Х		Х	•						*	
Guar Passage	-	-	-												•	•
Rest In Walk															•	
Cond Service				,												
Add Init Calc			-												•	-
Ring	1	1.	1	1	2	2	2	2	0	0	0	0	0	0	0	0
Concur 1	5	5	7	7	1	1	3	3	0	0	0	0	0	0	0	0
Concur 2	6	6	8	8	2	2	4	4	0	0	0	0	0	0	0	0
Concur 3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Concur 8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Splits Expanded			(2) (3) (3) (3) (3) (3)					Allouis (d. 1814)				13 - 13 - 15 - 15 - 15 - 15 - 15 - 15 -			660 662 (EU 62) 660 662 (EU 62)	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
TABLE - 1																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase			,						•	,					•	-
TABLE - 2																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase			•		•				-		W					
TABLE - 3																
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	•		•			•					•					
TABLE - 4		diame. c										,				
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	•	Tanaan Waasa oo ah oo ah oo ah	and Charles and the second	·	al el consona la cina de la constitución de la consona de la constitución de la constituc	Professional State of the Control of	110000000000000000000000000000000000000		•	* NATURAL PROPERTY AND A STATE OF THE STATE	Carrieria Alaccide (Arthur 1904) de la Carrieria (Carrieria Carrieria (Carrieria (Carrie				•	•
TABLE - 5							1	r		,			1		1	
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase			•			•	allian Salatahan katangan	I STAN SERVICE CONTROL OF THE PARTY OF THE P	•							
TABLE - 6				Ι		ľ		1	ı					r	I	1
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•	•	•	•		•	•			-	•				
TABLE - 7				l -			ı	Γ	_	1	-	1 -	1	1 -	_)
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	ИОИ	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase		•		• 000000000000000000000000000000000000	- stringen killingen killi			•					<u> </u>]
TABLE - 8	1 – –					ء ا			ء ا	1		1 -	1 -	1 6	1 .	
Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON	NON
Phase	<u> </u>		•		•	•			<u> </u>		•	_			•	

APPENDIX B

2015 Daily Traffic Volume Collection Reports

Appendix B presents the 2015 daily count information for the locations presented in Figure 2-4 of this traffic study. The counts were collected between Sept. 14th and Sept. 17th of 2015. The count data is presented from south to north, west to east, beginning with U.S. 15 north of I-20. The reports do not use the same naming conventions as this study, so additional clarification of the location is included in blue text to match the study.

ADT estimates were made by dividing the total volume counted by the number of count days. The total daily volumes are circled in red for clarification. Data collection was interrupted at the U.S. 15 N of Bethune Hwy. (Hartsville Hwy S of Price Ln) location, so two days of data were used to represent one 24-hr period instead of the daily total summaries shown. The data used is also circled in red.

QC JOB #: 13544403 **DIRECTION:** NB/SB

US 15 North of I-20

LOCATION: Sumter Hwy N of I-20 US SPECIFIC LOCATION: Sumter Hwy N of I-CITY/STATE: Bishopville, SC

CITY/STATE			y in of i-						DATE	: Sep 15 2015 - Sep 17 2015
	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
Start Time		15-Sep-15	16-Sep-15	17-Sep-15		Hourly Traffic			Hourly Traffic	
12:00 AM		30	33	34		32			32	
12:15 AM		16	24	29		23			23	
12:30 AM		24	22	29		25			25	
12:45 AM		16	27	15		19			19	
1:00 AM		23	25	25		24			24	
1:15 AM		17	21	27		22			22	
1:30 AM		15	28	25		23			23	
1:45 AM		14	14	8		12			12	
2:00 AM		10	8	13		10			10	
2:15 AM		11	15	15		14			14	
2:30 AM		14	19	19		17			17	
2:45 AM		9	10	9		9			9	
3:00 AM		8	15	8		10			10	
3:15 AM		14	11	20		15			15	
3:30 AM		7	21	16		15			15 17	
3:45 AM		14	18	20		17	- /	0		
4:00 AM		15	18	14		16			16	
4:15 AM		15	23	24		21			21	
4:30 AM		12	26	22		20			20	
4:45 AM		31	35	44		37			37	
5:00 AM		41	37	35		38			38	
5:15 AM		34	41	41		39			39	
5:30 AM		45	53	44		47			47	
5:45 AM		54	52	69		58			58	
Day Total										
% Weekday										
Average										
% Week										
Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

QC JOB #: 13544403 **DIRECTION:** NB/SB

LOCATION: Sumter Hwy N of I-20 US 15 North of I-20 SPECIFIC LOCATION: Sumter Hwy N of I-CITY/STATE: Rishopville, SC

CITY/STATE	Bishopvi	ille, SC							DATE	Sep 15 2015 - Sep 17 2015
	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
Start Time		15-Sep-15	16-Sep-15	17-Sep-15		Hourly Traffic			Hourly Traffic	
6:00 AM		77	78	78		78			78	
6:15 AM		126	105	128		120			120	
6:30 AM		102	112	121		112			112	
6:45 AM		144	131	153		143			143	
7:00 AM		127	138	161		142			142	
7:15 AM		195	174	170		180			180	
7:30 AM		219	223	233		225			225	
7:45 AM		234	211	215		220			220	
8:00 AM		184	181	186		184			184	
8:15 AM		168	171	177		172			172	
8:30 AM		154	138	185		159			159	
8:45 AM		155	177	176		169			169	
9:00 AM		160	154	175		163			163	
9:15 AM		166	153	179		166	-b-x /		166	
9:30 AM		167	141	192		167			167	
9:45 AM		154	156	176		162			162	
10:00 AM		158	153	163		158			158	
10:15 AM		143	168	149		153			153	
10:30 AM		169	161	166		165			165	
10:45 AM		168	158	162		163			163	
11:00 AM		152	139	167		153			153	
11:15 AM		167	139	166		157			157	
11:30 AM		164	167	163		165			165	
11:45 AM		192	164	192		183			183	
Day Total										
% Weekday Average										
% Week										
Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

LOCATION: Sumter Hwy N of I-20 US 15 North of I-20 QC JOB #: 13544403 SPECIFIC LOCATION: Sumter Hwy N of I-CITY/STATE: Bishopville, SC **DIRECTION:** NB/SB **DATE**: Sep 15 2015 - Sep 17 2015

CITT/STATE.	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
Start Time	WOII		16-Sep-15		• • • •	Hourly Traffic	Oat	Oun	Hourly Traffic	, word go trook i rome
12:00 PM		179	201	203		194			194	
12:15 PM		221	175	208		201			201	
12:30 PM		191	175	203		190			190	
12:45 PM		220	207	252		226			226	
1:00 PM		217	183	201		200			200	
1:15 PM		182	192	207		194			194	
1:30 PM		196	199	205		200			200	
1:45 PM		224	200	217		214			214	
2:00 PM		187	214	236		212			212	
2:15 PM		208	217	229		218			218	
2:30 PM		187	250	228		222			222	
2:45 PM		220	207	227		218			218	
3:00 PM		169	203	215		196			196	
3:15 PM		195	211	229		212			212	
3:30 PM		189	227	234		217		((217	
3:45 PM		182	251	229		221	- y	00	221	
4:00 PM		190	233	228		217			217	
4:15 PM		193	213	245		217		JATA	217	
4:30 PM		197	218	228		214			214	
4:45 PM		190	199	205		198			198	
5:00 PM		213	209	252		225			225	
5:15 PM		194	255	209		219			219	
5:30 PM		221	212	257		230			230	
5:45 PM		204	205	239		216			216	
Day Total										
% Weekday										
Average										
% Week										
Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

Page 4 of 4

LOCATION: Sumter Hwy N of I-20 US 15 North of I-20

SPECIFIC LOCATION: Sumter Hwy N of I-

DIRECTION: NB/SB DATE: Sep 15 2015 - Sep 17 2015

QC JOB #: 13544403

CITY/STATE: Bishopville, SC Average Weekday **Average Week Average Week Profile** Fri Sun Mon Tue Wed Thu Sat **Hourly Traffic** 15-Sep-15 16-Sep-15 17-Sep-15 **Hourly Traffic Start Time** 6:00 PM 6:15 PM 6:30 PM 6:45 PM 7:00 PM 7:15 PM 7:30 PM 7:45 PM 8:00 PM 8:15 PM 8:30 PM 8:45 PM 9:00 PM 9:15 PM 9:30 PM 9:45 PM 10:00 PM 10:15 PM 10:30 PM 10:45 PM 11:00 PM 11:15 PM 11:30 PM 11:45 PM Day Total % Weekday Average 95.1% 98.9% 106.0% % Week Average 95.1% 98.9% 106.0% 100.0% AM Peak 7:30 AM 7:30 AM 7:45 AM 7:30 AM 7:30 AM Volume PM Peak 1:45 PM 5:15 PM 5:30 PM 5:30 PM 5:30 PM Volume Comments:

QC JOB #: 13544402

LOCATION: St Charles Rd N of I-20 SPECIFIC LOCATION: St Charles Rd N of I-CITY/STATE: Bishopville, SC

	Mon Tue		Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profi
Start Time	15-Sep	o-15	16-Sep-15			Hourly Traffic			Hourly Traffic	
12:00 AM		3	7			5			5	
1:00 AM		2	6			4			4	
2:00 AM		3	6			5			5	
3:00 AM		3	3			3			3	
4:00 AM		1	0			1			1	
5:00 AM	1	0	10			10			10	
6:00 AM	3	8	35			37			37	
7:00 AM	7	' 5	74			75			75	
8:00 AM		4	49			52			52	
9:00 AM		2	44			53			53	
10:00 AM		5	53			59			59	
11:00 AM		5	52			54			54	
12:00 PM		2	57			65			65	
1:00 PM		'3	60			67	don't		67	
2:00 PM		7	87			82		\ .(82 84	
3:00 PM		7	91			84				
4:00 PM		' 4	64			69			69	
5:00 PM		0	81			86			86	
6:00 PM		0	66			63			63	
7:00 PM		9	45			52			52	
8:00 PM		3	43			48			48	
9:00 PM		7	21			19			19	
10:00 PM	1	1	16			14			14	
11:00 PM	1	4	6			10			10	
Day Total		-8	976			1017			1017	
% Weekday										
Average	103.09	%	96.0%							
% Week										
Average	103.09	%	96.0%			100.0%				
AM Peak	7:00 /		7:00 AM			7:00 AM			7:00 AM	
Volume	75		74			75			75	
PM Peak	5:00 F		3:00 PM			5:00 PM			5:00 PM	
Volume	90		91			86			86	

LOCATION: Wisacky Hwy N of Industrial Blvd SPECIFIC LOCATION: Wisacky Hwy N of Industrial Blvd CITY/STATE: Bishopville, SC

SC 341 North of Industrial Blvd.

DIRECTION: NB/SB

DATE: Sep 15 2015 - Sep 16 2015

QC JOB #: 13544401

	Mon Tue	Wed	Thu Fri	Average Weekday	Sat Sun	Average Week	Average Week Profile
Start Time	15-Sep-1	5 16-Sep-15		Hourly Traffic		Hourly Traffic	
12:00 AM	28	22		25		25	
1:00 AM	13	23		18		18	
2:00 AM	14	10		12		12	
3:00 AM	28	17		23		23	
4:00 AM	38	39		39		39	
5:00 AM	100	84		92		92	
6:00 AM	203	214		209		209	
7:00 AM	446	415		431		431	
8:00 AM	320	361		341		341	
9:00 AM	253	237		245		245	
10:00 AM	243	224		234		234	
11:00 AM	241	252		247		247	
12:00 PM	235	231		233		233	
1:00 PM	284	272		278		278	
2:00 PM	292	288		290		290	
3:00 PM	401	399		400	-) -	400	
4:00 PM	381	391		386		386	
5:00 PM	351	332		342		342	
6:00 PM	286	310		298		298	
7:00 PM	214	233		224		224	
8:00 PM	135	227		181		181	
9:00 PM	98	78		88		88	
10:00 PM	74	60		67		67	
11:00 PM	34	48		41		41	
Day Total	4712	4767		4744		4744	
% Weekday							
Average	99.3%	100.5%					
% Week							
Average	99.3%	100.5%		100.0%			
AM Peak	7:00 AN			7:00 AM		7:00 AM	
Volume	446	415		431		431	
PM Peak	3:00 PN	1 3:00 PM		3:00 PM		3:00 PM	
Volume	401	399		400		400	

QC JOB #: 13544407

DIRECTION: NB/SB

LOCATION: US-15 SW of SC-341 SPECIFIC LOCATION: US-15 SW of SC-3

CITY/STATE	: Bishopvil	le, SC							: Sep 15 2015 - Sep 16 2015
	Mon	Tue	Wed	Thu Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
Start Time		15-Sep-15	16-Sep-15		Hourly Traffic			Hourly Traffic	
12:00 AM		19	23		21			21	
12:15 AM		10	21		16			16	
12:30 AM		17	18		18			18	
12:45 AM		16	16		16			16	
1:00 AM		18	16		17			17	
1:15 AM		13	15		14			14	
1:30 AM		17	25		21			21	
1:45 AM		9	14		12			12	
2:00 AM		11	9		10			10	
2:15 AM		9	19		14			14	
2:30 AM		17	17		17			17	
2:45 AM		11	9		10			10	
3:00 AM		7	10		9			9	
3:15 AM		12	18		15	allow as an		15	
3:30 AM		8	20		14	TV		14 15	
3:45 AM		15	14		15	- /	00		
4:00 AM		14	17		16	TIONE		16	
4:15 AM		11	15		13			13	
4:30 AM		11	24		18			18	
4:45 AM		25	31		28			28	
5:00 AM		35	37		36			36	
5:15 AM		27	35		31			31	
5:30 AM		42	34		38			38	
5:45 AM		52	50		51			51	
Day Total									
% Weekday									
Average									
% Week									
Average									
AM Peak									
Volume									
PM Peak									
Volume									
Comments:									

 LOCATION: US-15 SW of SC-341
 QC JOB #: 13544407

 SPECIFIC LOCATION: US-15 SW of SC-3
 DIRECTION: NB/SB

 CITY/STATE: Bishopville, SC
 DATE: Sep 15 2015 - Sep 16 2015

	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
Start Time			16-Sep-15			Hourly Traffic			Hourly Traffic	
6:00 AM		66	72			69			69	
6:15 AM		109	95			102			102	
6:30 AM		111	117			114			114	
6:45 AM		121	137			129			129	
7:00 AM		147	157			152			152	
7:15 AM		200	185			193			193	
7:30 AM		229	264			247			247	
7:45 AM		257	227			242			242	
8:00 AM		188	184			186			186	
8:15 AM		178	190			184			184	
8:30 AM		161	174			168			168	
8:45 AM		180	184			182			182	
9:00 AM		173	171			172			172	
9:15 AM		201	190			196	allow w or		196	
9:30 AM		177	181			179		(179	
9:45 AM		194	184			189		00	189	
10:00 AM		179	187			183		ATA	183	
10:15 AM		169	218			194		ZALIA	194	
10:30 AM		185	178			182			182	
10:45 AM		204	198			201			201	
11:00 AM		184	177			181			181	
11:15 AM		211	193			202			202	
11:30 AM		194	220			207			207	
11:45 AM		207	224			216			216	
Day Total										
% Weekday										
Average										
% Week										
Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

QC JOB #: 13544407

LOCATION: US-15 SW of SC-341
SPECIFIC LOCATION: US-15 SW of SC-3
CITY/STATE: Bishopville, SC

DIRECTION: NB/SB
DATE: Sep 15 2015 - Sep 16 2015

CITT/STATE			\A/I	TI	F:	A	0-4	C		Average Week Profile
04 4 7	Mon	Tue 15-Sep-15	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Average week Prome
Start Time			-			Hourly Traffic			Hourly Traffic	
12:00 PM		210	250			230			230	
12:15 PM		241	224			233			233	
12:30 PM		216	225			221			221	
12:45 PM		231	256			244			244	
1:00 PM		211	235			223			223	
1:15 PM		230	241			236			236	
1:30 PM		228	208			218			218	
1:45 PM		249	257			253			253	
2:00 PM		244	263			254			254	
2:15 PM		214	216			215			215	
2:30 PM		204	276			240			240	
2:45 PM		216	241			229			229	
3:00 PM		234	214			224			224	
3:15 PM		212	207			210			210	
3:30 PM		206	242			224		L . (224	
3:45 PM		220	246			233	- /	00	233	
4:00 PM		235	225			230		A 75 A 1	230	
4:15 PM		225	250			238		ALIA I	238	
4:30 PM		231	212			222			222	
4:45 PM		253	213			233			233	
5:00 PM		258	225			242			242	
5:15 PM		229	260			245			245	
5:30 PM		241	228			235			235	
5:45 PM		246	215			231			231	
Day Total										
% Weekday										
Average										
% Week										
Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										
C C										

 LOCATION:
 US-15 SW of SC-341
 QC JOB #: 13544407

 SPECIFIC LOCATION:
 US-15 SW of SC-3
 DIRECTION:
 NB/SB

 CITY/STATE:
 Bishopville, SC
 DATE: Sep 15 2015 - Sep 16 2015

Start Time	CITI/STATE	Mon Tue	Wed	Thu Fri	Average Weekday	Sat Sun	Average Week	Average Week Profile
6:00 PM	Start Time			iliu ili		Sat Suii		Average vicek i folile
6:15 PM			-				<u> </u>	
6:30 PM								
6:45 PM								
7:00 PM								
7:15 PM								
7:30 PM								
7:45 PM								
8:00 PM								
8:15 PM								
8:30 PM 99 121 110 110 110 110 128:45 PM 93 114 104 104 104 104 104 104 104 104 104								
8:45 PM 93 114 104 104 88 88 80 84 84 84 84 84 89:15 PM 78 87 83 83 83 83 93.0 PM 64 75 70 70 70 9:45 PM 57 60 59 10:00 PM 53 43 48 48 45 45 10:15 PM 41 48 45 45 10:30 PM 40 44 42 42 42 10:45 PM 32 31 32 32 11:00 PM 32 43 38 38 38 11:15 PM 30 33 3 32 32 11:00 PM 30 33 3 32 32 11:15 PM 30 33 37 34 34 34 34 34 11:45 PM 17 32 25 25 25 25 25 25 25 25 25 25 25 25 25								
9:00 PM								
9:15 PM								
9:30 PM								
10:00 PM					70	TV/ (/	70	
10:00 PM					59	LY	59	
10:15 PM								
10:30 PM								
10:45 PM 32 31 32 32 38 38 38 38 38 31:15 PM 30 33 33 32 32 32 32 32 32 32 32 32 32 32								
11:00 PM 32 43 38 38 38 32 32 32 32 32 32 32 32 32 32 32 32 32								
11:15 PM 30 33 33 34 34 34 34 11:45 PM 17 32 25 25 25 25 25 25 25 25 25 25 25 25 25								
11:30 PM 130 37 34 25 25 25 25 25 25 25 25 25 25 25 25 25								
Day Total 17 32 25 12782 Weekday Average 98.5% 101.1% 100.0% Week Average 98.5% 101.1% 100.0% AM Peak 7:45 AM 7:30 AM 7:30 AM Volume 257 264 247 247 PM Peak 5:00 PM 2:30 PM 2:00 PM 2:00 PM Volume 258 276 254 254								
Day Total 12595 12926 12782 12782 % Weekday Average 98.5% 101.1% 100.0% % Week Average 98.5% 101.1% 100.0% AM Peak Volume 7:45 AM 7:30 AM 7:30 AM Yolume 257 264 247 247 PM Peak Si00 PM 2:30 PM 2:00 PM 2:00 PM Volume 258 276 254 254								
Average 98.5% 101.1% 100.0% Awerage 98.5% 101.1% 100.0% AM Peak 7:45 AM 7:30 AM 7:30 AM Volume 257 264 247 247 PM Peak 5:00 PM 2:30 PM 2:00 PM Volume 258 276 254 254		(12595	12926		12782		12782	
% Week Average 98.5% 101.1% 100.0% AM Peak 7:45 AM 7:30 AM 7:30 AM Volume 257 264 247 247 PM Peak 5:00 PM 2:30 PM 2:00 PM 2:00 PM Volume 258 276 254 254	% Weekday							
% Week Average 98.5% 101.1% 100.0% AM Peak 7:45 AM 7:30 AM 7:30 AM Volume 257 264 247 247 PM Peak 5:00 PM 2:30 PM 2:00 PM Volume 258 276 254 254	Average	98.5%	101.1%					
Average 98.5% 101.1% 100.0% 7:30 AM 9 <t< th=""><th>% Week</th><th></th><th></th><th></th><th></th><th></th><th></th><th></th></t<>	% Week							
AM Peak 7:45 AM 7:30 AM 7:30 AM 7:30 AM Volume 257 264 247 247 PM Peak 5:00 PM 2:30 PM 2:00 PM 2:00 PM Volume 258 276 254 254		98.5%	101.1%		100.0%			
Volume 257 264 247 247 PM Peak 5:00 PM 2:30 PM 2:00 PM Volume 258 276 254							7:30 AM	
PM Peak 5:00 PM 2:30 PM 2:00 PM 2:00 PM Volume 258 276 254 254								
Volume 258 276 254 254		5:00 PM	2:30 PM		2:00 PM		2:00 PM	
	Comments:							

QC JOB #: 13544406 **DIRECTION:** EB/WB

DATE: Sep 15 2015 - Sep 16 2015

LOCATION: SC-341 SE of US-15 (N of Cousar St)
SPECIFIC LOCATION: SC-341 SE of US-15 (N of Cousar St)
CITY/STATE: Bishopville, SC

CITT/STATE	Mon	Tue	Wed	Thu Fri	Average Weekday	Sat Sun	Average Week	Average Week Profile
Start Time	WIOII	15-Sep-15		iliu Fii	Hourly Traffic	Sat Sun	Hourly Traffic	Average Week Frome
12:00 AM		8	6		7		7	
12:00 AM		7	11		9		9	
12:13 AM		8	7		8		8	
12:45 AM		10	10		10		10	
1:00 AM		5	10		8		8	<u> </u>
1:15 AM		7	9		8		8	
1:30 AM		2	6		4		4	
1:45 AM		1	5		3		3	
2:00 AM		3	0		2		2	
2:15 AM		3	4		4		4	
2:30 AM		5	0		3		3	
2:45 AM		9	1		5		5	
3:00 AM		5	6		6		6	
3:15 AM		2	2				2	
3:30 AM		6	6		2	TV (6	
3:45 AM		9	5		701	c) -	741760	
4:00 AM		9	4		7	TION DATA		
4:15 AM		5	7		6	HON DATA	6	
4:30 AM		10	5		8		8	
4:45 AM		17	19		18		18	
5:00 AM		11	9		10		10	
5:15 AM		18	20		19		19	
5:30 AM		29	21		25		25	
5:45 AM		29	35		32		32	
Day Total								
% Weekday								
Average								
% Week								
Average								
AM Peak								
Volume								
PM Peak								
Volume								
Comments:								

QC JOB #: 13544406 **DIRECTION:** EB/WB

DATE: Sep 15 2015 - Sep 16 2015

LOCATION: SC-341 SE of US-15 (N of Cousar St)
SPECIFIC LOCATION: SC-341 SE of US-15 (N of Cousar St)
CITY/STATE: Bishopville, SC

CITT/STATE	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat Sun		Average Week Profile
Start Time	-		16-Sep-15			Hourly Traffic		Hourly Traffic	
6:00 AM		32	36			34		34	
6:15 AM		46	41			44		44	
6:30 AM		54	51			53		53	
6:45 AM		61	72			67		67	
7:00 AM		75	70			73		73	
7:15 AM		82	99			91		91	
7:30 AM		99	91			95		95	
7:45 AM		140	138			139		139	
8:00 AM		107	93			100		100	
8:15 AM		88	86			87		87	
8:30 AM		81	97			89		89	
8:45 AM		62	73			68		68	
9:00 AM		65	81			73		73	
9:15 AM		78	60			69	dur .	69	
9:30 AM		79	49			64		64	
9:45 AM		74	84			79		79	
10:00 AM		67	82			75		75	
10:15 AM		80	78			79		79	
10:30 AM		100	78			89		89	
10:45 AM		80	68			74		74	
11:00 AM		87	77			82		82	
11:15 AM		77	74			76		76	
11:30 AM		88	99			94		94	
11:45 AM		79	100			90		90	
Day Total									
% Weekday									
Average									
% Week									
Average									
AM Peak									
Volume									
PM Peak									
Volume									
Comments:									

QC JOB #: 13544406

LOCATION: SC-341 SE of US-15 (N of Cousar St)

SPECIFIC LOCATION: SC-341 SE of US-15 (N of Cousar St)

CITY/STATE: Rishopville, SC.

			E of US-15 (N	of Cousar S	St)				DATE	DIRECTION: EB/WB
CITY/STATE:	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat	Sun	Average Week	Sep 15 2015 - Sep 16 201 Average Week Profile
Start Time		15-Sep-15	16-Sep-15			Hourly Traffic			Hourly Traffic	
12:00 PM		102	95			99			99	
12:15 PM		83	82			83			83	
12:30 PM		74	84			79			79	
12:45 PM		81	98			90			90	
1:00 PM		88	97			93			93	
1:15 PM		89	90			90			90	
1:30 PM		89	77			83			83	
1:45 PM		96	82			89			89	
2:00 PM		97	76			87			87	
2:15 PM		105	101			103			103	
2:30 PM		89	114			102			102	
2:45 PM		108	82			95			95	
3:00 PM		117	100			109			109	
3:15 PM		97	119			108	day.		108	
3:30 PM		137	130			134		\(134	
3:45 PM		102	107			105		0	105	
4:00 PM		112	104			108		3 4 7 5 7	108	
4:15 PM		121	95			108		ZAIA	108	
4:30 PM		100	114			107			107	
4:45 PM		97	94			96			96	
5:00 PM		118	122			120			120	
5:15 PM		91	89			90			90	
5:30 PM		92	89			91			91	
5:45 PM		105	93			99			99	
Day Total										
% Weekday Average										
% Week Average										
AM Peak										
Volume										
PM Peak										
Volume										
Comments:										

QC JOB #: 13544406 **DIRECTION:** EB/WB

DATE: Sep 15 2015 - Sep 16 2015

LOCATION: SC-341 SE of US-15 (N of Cousar St)
SPECIFIC LOCATION: SC-341 SE of US-15 (N of Cousar St)
CITY/STATE: Bishopville, SC

	Mon Tue		Thu Fri		/ Sat Sun	Average Week	Average Week Profile
Start Time	15-Sep	-15 16-Sep-15		Hourly Traffic		Hourly Traffic	
6:00 PM	10	5 108		107		107	
6:15 PM	9	3 85		89		89	
6:30 PM	7	6 72		74		74	
6:45 PM	5	6 67		62		62	
7:00 PM	6	7 56		62		62	
7:15 PM	7	6 62		69		69	
7:30 PM	6	1 69		65		65	
7:45 PM	8	6 68		77		77	
8:00 PM	6	5 67		66		66	
8:15 PM	5	7 71		64		64	
8:30 PM	3	9 72		56		56	
8:45 PM	2	9 45		37		37	
9:00 PM	3	0 28		29		29	
9:15 PM	2	9 29		29 32	de .	29	
9:30 PM	3	4 29			TVL	32 24	
9:45 PM	2	1 26		24	-) -		
10:00 PM	2	8 27		28	TION DATA	28	
10:15 PM	1	8 23		21	HION DATA	21	
10:30 PM	2	0 18		19		19	
10:45 PM	1	2 21		17		17	
11:00 PM	1	8 24		21		21	
11:15 PM	1	7 17		17		17	
11:30 PM	1	6 15		16		16	
11:45 PM	1	2 11		12		12	
Day Total	555	4 5529	ı	5562		5562	
% Weekday							
Average	99.9%	% 99.4%					
% Week							
Average	99.99	% 99.4%		100.0%			
AM Peak	7:45 A			7:45 AM		7:45 AM	
Volume	140			139		139	
PM Peak	3:30 F	PM 3:30 PM		3:30 PM		3:30 PM	
Volume	137			134		134	

QC JOB #: 13544413

DIRECTION: EB/WB

LOCATION: SC-34 NW of US-15 SPECIFIC LOCATION: SC-34 NW of US-15

W Church Street W of US 15

CITY/STATE:	Bishopville, SC							: Sep 15 2015 - Sep 16 2015
	Mon Tue	Wed	Thu Fri	Average Weekday	Sat	Sun	Average Week	Average Week Profile
Start Time	15-Sep-15	16-Sep-15		Hourly Traffic			Hourly Traffic	
12:00 AM	22	20		21			21	
1:00 AM	12	16		14			14	
2:00 AM	9	5		7			7	
3:00 AM	11	10		11			11	
4:00 AM	28	24		26			26	
5:00 AM	52	53		53			53	
6:00 AM	118	115		117			117	
7:00 AM	300	307		304			304	
8:00 AM	291	282		287			287	
9:00 AM	244	233		239			239	
10:00 AM	265	257		261			261	
11:00 AM	286	253		270			270	
12:00 PM	306	319		313			313	
1:00 PM	293	315		304	-6-x /		304	
2:00 PM	338	305		322			322	
3:00 PM	363	336		350			350	
4:00 PM	377	325		351			351	
5:00 PM	366	371		369			369	
6:00 PM	292	272		282			282	
7:00 PM	257	239		248			248	
8:00 PM	186	206		196			196	
9:00 PM	104	114		109			109	
10:00 PM	67	46		57			57	
11:00 PM	44	45		45			45	
Day Total	4631	4468		4556			4556	
% Weekday								
Average	101.6%	98.1%						
% Week								
Average	101.6%	98.1%		100.0%				
AM Peak	7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume	300	307		304			304	
PM Peak	4:00 PM	5:00 PM		5:00 PM			5:00 PM	
Volume	377	371		369			369	
Comments:								

 LOCATION:
 US-15 NE of SC-341
 QC JOB #: 13544416

 SPECIFIC LOCATION:
 US-15 NE of SC-3
 DIRECTION:
 NB/SB

 CITY/STATE:
 Bishopville, SC
 DATE:
 Sep 15 2015 - Sep 16 2015

CITY/STATE	: Bishopville, SC	14/ 1	·		0.1.0		Sep 15 2015 - Sep 16 2015
	Mon Tue		Thu Fri	Average Weekday	Sat Sun	Average Week	Average Week Profile
Start Time	<u> </u>	15 16-Sep-15		Hourly Traffic		Hourly Traffic	
12:00 AM	64			68		68	
1:00 AM	50			53		53	
2:00 AM	35			41		41	
3:00 AM	42	2 46		44		44	
4:00 AM	49			61		61	
5:00 AM	146	147		147		147	
6:00 AM	348			358		358	
7:00 AM	671	677		674		674	
8:00 AM	505			503		503	
9:00 AM	509			503		503	
10:00 AM	504			514		514	
11:00 AM	486			509		509	
12:00 PM	574	591		583		583	
1:00 PM	589			587	dur .	587	
2:00 PM	679	693		686		686	
3:00 PM	596			615		615	
4:00 PM	623	639		631		631	
5:00 PM	628	606		617		617	
6:00 PM	557			522		522	
7:00 PM	493			459		459	
8:00 PM	304	349		327		327	
9:00 PM	240			230		230	
10:00 PM	150	143		147		147	
11:00 PM	98			104		104	
Day Total	8940	9016		8983		8983	
% Weekday							
Average	99.5%	100.4%					
% Week							
Average	99.5%	100.4%		100.0%			
AM Peak	7:00 A			7:00 AM		7:00 AM	
Volume	671	677		674		674	
PM Peak	2:00 P			2:00 PM		2:00 PM	
Volume	679	693		686		686	
Comments:							

QC JOB #: 13544423 **DIRECTION:** NB/SB

LOCATION: Bethune Hwy N of Airport
SPECIFIC LOCATION: Bethune Hwy N of Airport
CITY/STATE: Bishopville, SC

	Mon Tue	Wed	Thu Fr	i Average Week	day Sat	Sun	Average Week	Average Week Profile
Start Time		5 16-Sep-15		Hourly Traff			Hourly Traffic	_
12:00 AM	15	22		19			19	
1:00 AM	15	20		18			18	
2:00 AM	9	9		9			9	
3:00 AM	15	9		12			12	
4:00 AM	20	22		21			21	
5:00 AM	71	58		65			65	
6:00 AM	163	155		159			159	
7:00 AM	313	321		317			317	
8:00 AM	156	152		154			154	
9:00 AM	159	134		147			147	
10:00 AM	147	128		138			138	
11:00 AM	122	160		141			141	
12:00 PM	162	157		160			160	
1:00 PM	187	182		185	Salara a		185	
2:00 PM	255	268		262	ITV		262	
3:00 PM	175	187		181			181	
4:00 PM	201	191		196	TATION		196	
5:00 PM	183	218		201	TALLON		201	
6:00 PM	147	139		143			143	
7:00 PM	123	131		127			127	
8:00 PM	89	95		92			92	
9:00 PM	85	74		80			80	
10:00 PM	45	42		44			44	
11:00 PM	25	31		28			28	
Day Total	2882	2905		2899			2899	
% Weekday								
Average	99.4%	100.2%						
% Week								
Average	99.4%	100.2%		100.0%				
AM Peak	7:00 AM	7:00 AM		7:00 AM			7:00 AM	
Volume	313	321		317			317	
PM Peak	2:00 PM	2:00 PM		2:00 PM			2:00 PM	
Volume	255	268		262			262	

US 15 S of Price Ln

LOCATION: Hartsville Hwy S of Price Ln

SPECIFIC LOCATION: Hartsville Hwy S of Price Ln

CITY/STATE: Bishopville, SC QC JOB #: 13544422 **DIRECTION:** NB/SB **DATE**: Sep 15 2015 - Sep 17 2015

	Mon	Tue	Wed	Thu	Fri	Average Weekday	Sat Sun	Average Week	Average Week Profile
Start Time		15-Sep-15	16-Sep-15	17-Sep-15		Hourly Traffic		Hourly Traffic	
12:00 AM		29	0	55		28		28	
1:00 AM		41	0	56		32		32	
2:00 AM		31	0	27		19		19	
3:00 AM		35	0	39		25		25	
4:00 AM		44	0	49		31		31	
5:00 AM		114	0	116		77		77	
6:00 AM		270	0	280		183		183	
7:00 AM		438	0	466		301		301	
8:00 AM		359	0	367		242		242	
9:00 AM		334	0	337		224		224	
10:00 AM		323	0	350		224		224	
11:00 AM		331	0	368		233		233	
12:00 PM		377	77	403		286		286	
1:00 PM		390	417	411		406		406	
2:00 PM		445	455	498		466		466	
3:00 PM		263	466	487		405	-) -	405	
4:00 PM		0	472	469		314		314	
5:00 PM		0	471	546		339		339	
6:00 PM		0	392	395		262		262	
7:00 PM		0	286	283		190		190	
8:00 PM		0	230	253		161		161	
9:00 PM		0	167	151		106		106	
10:00 PM		0	98	83		60		60	
11:00 PM		0	90	85		58		58	
Day Total		3824	3621	(6574)		4672		4672	
% Weekday									
Average		81.8%	77.5%	140.7%					
% Week									
Average		81.8%	77.5%	140.7%		100.0%			
AM Peak		7:00 AM	12:00 AM	7:00 AM		7:00 AM		7:00 AM	
Volume		438	0	466		301		301	
PM Peak		2:00 PM	4:00 PM	5:00 PM		2:00 PM		2:00 PM	
Volume		445	472	546		466		466	

APPENDIX C

FHWA Vehicle Classification Guide

FHWA Vehic	cle Classification
1. Motorcycles -2 axles, 2 or 3 tires	6
Passenger Cars -2 axles, can have 1 or 2 axle trailers	
Pickups, Panels, Vans -2 axles, 4-tire single units can have 1 or 2 axle trailers	
4. Buses -2 or 3 axles, full length	
 Single Unit 2-Axle Trucks 2 axles, 6 tires (Dual rear tires), single unit 	
 Single Unit 3-Axle Trucks axles, single unit 	
7. Single Unit 4 or More Axle Trucks -4 or more axles, single unit	
8. Single, Trailer 3 or 4 Axle Trucks -3 or 4 axles, single trailer	
Single Trailer 5 Axle Trucks -5 axles, single trailer	
10. Single Trailer 6 or More Axle Trucks -6 or more axles, single trailer	
 11. Multi-Trailer 5 or Less Axle Trucks - 5 or less axles, multiple trailers 	
12. Multi-Trailer 6 Axle Trucks -6 axles, multiple trailers	
13. Multi-Trailer 7 or More Axle Trucks -7 or more axles, multiple trailers	

APPENDIX D

2015 Daily Traffic Volume Classification Reports

Appendix D presents the 2015 daily count information broken into 13 vehicle classes for the locations presented in Figure 2-6 of this traffic study. The counts were collected between Sept. 14th and Sept. 17th of 2015, and the distribution of personal vs. heavy vehicles was derived from this data (with the exception of U.S. 15 N of I-20 as noted below). The count data is presented from south to north, west to east, beginning with U.S. 15 north of I-20.

Five of the count locations reported unclassified vehicles, a common result of the counting method:

- U.S. 15 N of I-20
- St. Charles Rd. N of I-20
- SC 341 N of Industrial Blvd.
- U.S. 15 SW of SC 341
- U.S. 15 S of Price Lane

The unclassified vehicles were re-distributed to each class based on their respective percentage shown in the count, and the new volumes were divided by the total to obtain a final percentage for each class. The re-distributed volumes and new percentages are noted in the count sheets.

The U.S. 15 N of I-20 count showed a high percentage of unclassified vehicles (22.8%), so this data was compared to the classification counts performed from Sep 29, 2015 - Oct 01, 2015 for the Origin-Destination Study to evaluate their reasonableness. The original report for this location shows a vehicle breakdown of 88%/12% when the unclassified vehicles are removed. The Sep 29, 2015 - Oct 01, 2015 also shows this same breakdown, so these values were used.

QUALITY COUNTS REPORT

Vehicle Classification Data
U.S. 15 N of I-20
U.S. 15 N of I-20
Bishopville SC
13544403
Sep 15 2015 - Sep 17 2015
NB/SB Type: Location: Specific Location: City/State: QCJobNo: Date: Direction: Comments:

Date: Start Time	Sep 15 2015 Motorcycles		2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00	AM		22	4	0	0	1	0	0	2	0	0	0		1	30
12:15			14	1	0	0	0	0	0	1	0	0	0		0	16
12:30	AM	2	13	2	1	0	1	0	1	2	1	0	0	0	1	24
12:45		2	8	1	0	0	1	0	0	4	0	0	0		0	16
1:00			10	7	0	2	0	0	1	2	0	0	0		1	23
1:15			10	1	1	0	1	0	0	3	0	0	0		0	17
1:30		0	8	1	1	0	0	0	0	4	0	0	0		1	15
1:45		0	9	1	0	0	0	0	0	4	0	0	0		0	14
2:00		0	6 9	2	0	0	0	0	0	0	0	0	0		0	10
2:15 2:30		0 2	3	0	0	0	0	0	0	3	0	0	0		1 2	11 14
2:45		0	4	2	0	1	0	0	1	0	0	0	1		0	9
3:00		0	6	0	0	0	0	0	0	2	0	0	0		0	8
3:15		0	7	4	0	0	0	0	0	2	0	0	0		1	14
3:30		0	1	2	0	0	0	0	0	3	0	1	0		0	7
3:45	AM	0	8	4	1	0	0	0	0	1	0	0	0	0	0	14
4:00	AM	0	11	2	0	0	0	0	0	1	0	0	0	1	0	15
4:15			11	2	0	1	0	0	0	1	0	0	0		0	15
4:30		0	5	2	1	0	0	0	0	2	1	0	0		1	12
4:45			16	7	0	1	1	0	0	2	2	0	0		1	31
5:00			18	12	0	4 2	0	0	0	2	0	0	0		4 3	41 34
5:15 5:30			16 25	11 8	0	2	2	0	0	1 5	0	0	0		3	45
5:45			31	7	1	2	0	0	0	7	0	0	0		4	54
6:00			51	6	0	4	3	0	1	6	0	0	0		3	77
6:15	AM	4	85	13	1	4	5	0	1	3	1	0	0			126
6:30	AM	4	55	21	1	5	2	0	1	5	0	0	0	0	8	102
6:45			78	24	3	3	3	0	1	5	0	0	0			144
7:00			75	15	2	5	0	1	1	7	1	0	0			127
7:15				37	2	2	6	2	3	6	0	0	0			195
7:30			23	49	2	4	2	0	3	8	0	0	0			219
7:45 8:00			27 07	42 28	0	7 6	5 7	2	4	7 12	0	0	0			234 184
8:15				31	1	4	4	4		10	0	0	0			168
8:30			88	32		10	3	0	3	4	0	0	0			154
8:45			86	25	2	3	9	2	1	7	1	0	1			155
9:00			77	39	0	5	5	3		11	1	0	0			160
9:15	AM	3	75	37	2	7	5	7	3	11	1	0	0	1 1	4	166
9:30	AM	4	87	27	2	13	5	0	0	6	2	0	0	1 2	0	167
9:45			80	26		12	3	1		10	0	0	0			154
10:00			76	35	3	4	5	1	1	9	1	0	0			158
10:15			77	37	1	5	4	0	4	7	0	0	0			143
10:30			97 85	36 37	1	5	6 5	0		11 15	0	0	0			169 168
10:45 11:00			92	26	1	3	4	0		11	0	0	0			152
11:15			99	25	2	9	3	1		16	0	0	0			167
11:30				39	2	5	0	3		13	0	0	0			164
11:45				52	0	8	2	3		10	0	0	0			192
12:00	PM	1 1	16	38	0	8	0	1	0	10	0	0	0			179
12:15	PM		39	48	1	7	2	0	3	6	1	0	0			221
12:30			04	32	1	1	5	3	2	7	1	0	0			191
12:45			65			17	4	2	0	3	0	0	0			220
1:00 1:15			72 67		16 18	10 4	2	3 0	2	6 2	0	0	0			217 182
1:30			65			15	8	0	2	1	0	0	0			196
1:45			94			24	4	0	1	4	0	0	0			224
2:00			12	34	3	5	4	2	5	8	0	0	0			187
2:15			34	43	3	8	5	1	0	4	0	1	0			208
2:30	PM	4 1	09	36	1	8	5	0	4	7	1	0	0	1 1	1	187
2:45	PM	8 1	22	37	1	12	8	1	3	9	1	0	0	1 1	7	220
3:00			03	37	3	4	3	1	1	4	0	1	0			169
3:15 3:30			19 05	40 45	0	7 9	1 5	0	4	10	0	0	0	0		195
								0		8						189
3:45 4:00			56 62	17 20	1	0	0	0	0	2	0	0	0	0 10		182 190
4:15			58	17	0	1	0	0	1	3	0	0	0	0 11		193
4:30			66	10	0	2	0	0	2	2	0	0	0	0 11		197
4:45		2 .	49	18	1	2	0	0	1	4	0	0	0	0 11		190
5:00	PM	4	60	15	0	3	1	0	1	8	1	0	0	0 12	0	213
5:15			69	9	0	0	2	1	2	2	1	0	0	0 10		194
5:30				15	0	4	0	1	0	1	0	0	0	0 13		221
5:45				15	0	2	1	0	0	3	0	0	0	0 10		204
6:00				13	1	1	1	0	2	3	0	0	0	0 11		201
6:15 6:30			65 50	18 11	0	1	1	0	0	2	0	0	0	0 10		192 147
6:45			50 50	6	0	0	0	0	0	1	0	0	0			147
7:00			40	16	1	1	1	0	2	5	0	0	0			140
7:15			52	10	0	3	0	0	0	2	0	0	0			140
7:30	PM	2 .	43	11	1	2	2	0	0	3	0	0	0	0 9	5	159
7:45				11	0	0	0	0	2	0	0	0	0			141
8:00				10	0	7	1	0	0	1	0	0	0			143
8:15			31	8	0	4	2	0	0	2	0	0	0			108
8:30 8:45			39 31	4 12	0	2	0	0	0	2	0	0	0		1 3	100 94
8:45 9:00			31 28	7	0	1	0	0	0	1	0	0	0	0 4		94 85
9:00 9:15			28 16	9	0	3	0	0	0	2	0	0	0	0 4	-	67
9:30			25	3	0	0	0	0	0	1	0	0	0		2	71
9:45			20	3	0	0	1	0	0	0	0	0	0		2	57
10:00	PM	0	17	2	0	0	0	0	0	5	0	0	0		0	54
10:15	PM	2	19	4	0	0	0	0	0	1	0	0	0	0 2	5	51

	10:30 PM	1	17	0	0	0	0	0	0	5	0	0	0	0	28	51
	10:45 PM	0	16	1	0	1	0	0	0	0	0	0	0	0	24	42
	11:00 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	16	37
	11:15 PM	1	20	0	0	0	0	0	0	0	0	0	0	0	23	44
	11:30 PM	0	19	2	0	0	0	0	0	2	0	0	0	0	18	41
	11:45 PM	1	11	2	0	0	0	0	1	0	0	0	0	0	9	24
Day Total		193	5265	1646	156	339	179	52	99	423	22	3	4	23	3035	11439
Percent		1.70%	46.00%	14.40%	1.40%	3.00%	1.60%	0.50%	0.90%	3.70%	0.20%	0.00%	0.00%	0.20%	26.50%	
ADT		11439														
AM Peak		7:45 AM	7:45 AM	11:45 AM	6:45 AM	9:30 AM	8:45 AM	9:15 AM	8:00 AM	11:15 AM	4:45 AM	3:30 AM	2:45 AM	7:30 AM	7:45 AM	7:45 AM
Volume		7	127	52	3	13	9	7	4	16	2	1	1	2	32	234
PM Peak		2:45 PM	12:15 PM	12:15 PM	1:45 PM	1:45 PM	1:30 PM	12:30 PM	2:00 PM	12:00 PM	1:15 PM	2:15 PM		12:15 PM	5:30 PM	1:45 PM
Volume		8	139	48	30	24	8	3	5	10	2	1		1	132	224
'																

ate:		Sep 16 2015														
tart Time		Motorcycles	Cars & Trailer	2 Axl Long	e Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
	12:00 AM		0	13	2	0	1	0	0	0	2		0		0 15	
	12:15 AM 12:30 AM		0 0	6 8	1	0	0	0	0	0	4		0		0 12 0 12	
	12:45 AM		0	5	3	0	0	2	0	0	2		0		0 12	
	1:00 AM	:	1	6	2	0	0	1	0	0	1	0	0	0	0 14	
	1:15 AM		0	3	1	1	1	0	0	0	0		0		0 15	
	1:30 AM 1:45 AM		D D	7 4	1 0	0	0	0	0	0	2		0		0 18 0 8	
	2:00 AM		0	3	1	0	0	0	0	0	0		0		0 4	
	2:15 AM		0	3	0	0	0	0	0	0	4		0		0 8	
	2:30 AM 2:45 AM		2	7	0	0	0	0	0	0	3		0		0 7	
	3:00 AM		1 0	3 7	0	1	0	0	0	0	0		0		0 6 0 7	
	3:15 AM		0	3	1	0	0	0	0	0	2		0		0 5	
	3:30 AM		0	5	1	0	0	0	0	1	1		0		0 13	
	3:45 AM		0 0	5 6	0 1	0	0	0	0	0	2		0		0 12 0 7	
	4:00 AM 4:15 AM		2	6	0	0	0	1	0	0	4		0		0 10	
	4:30 AM		1	10	3	0	0	2	1	0	0		0		0 9	
	4:45 AM		0	5	5	0	1	1	1	1	1		0		0 20	
	5:00 AM		0	9 5	2	0	3	0	0	0	3		0		0 20	
	5:15 AM 5:30 AM		0 0	11	1 4	0	2	2 0	0	0	1		0		0 28 0 35	
	5:45 AM		1	9	3	0	1	0	0	0	2		1		0 35	
	6:00 AM		1	17	6	0	2	0	0	1	4		0		0 47	
	6:15 AM		3	26	2 9	0	3	1	0	0	3		0		0 67	
	6:30 AM 6:45 AM		1 4	27 44	8	0	6 3	3	0	0	1		0		0 65 0 69	
	7:00 AM		3	39	12	1	0	0	0	1	4		0		0 78	
	7:15 AM		6	49	14	1	2	1	0	2	1		0		0 97	
	7:30 AM		7	61	20	1	6	2	1	0	3		0		0 122	
	7:45 AM 8:00 AM		6 3	69 48	7 9	1 0	2	3	2 1	0 3	2 6		0		1 118 0 107	
	8:15 AM		6	44	20	0	2	1	0	0	5		0		0 107	
	8:30 AM		4	30	10	1	2	2	0	0	3	2	0		0 84	Ļ
	8:45 AM		6	47	21	1	2	5	0	0	5		0		1 89	
	9:00 AM 9:15 AM		3 2	39 46	15 13	0	4	3 4	0	0	4		0		0 87 0 76	
	9:30 AM		1	36	11	1	0	3	0	0	4		0		0 85	
	9:45 AM		7	44	14	0	0	6	1	2	7	0	0	0	0 75	5
	10:00 AM		4	35	9	0	10	2	0	1	2		0		0 90	
	10:15 AM 10:30 AM		3 0	38 29	9 11	0	0 5	5 5	2	0	8		0		0 102 0 104	
	10:45 AM		0	46	17	1	3	3	2	0	2		1		0 83	
	11:00 AM		2	45	12	0	2	0	1	1	4		0		0 72	
	11:15 AM		2	37	5	0	4	3	2	1	7		0		1 77	
	11:30 AM		1 0	41 48	16 17	0	0	4 2	0	2	2		0		0 102 3 85	
	11:45 AM 12:00 PM		2	46	19	1	4	1	0	0	5		0		0 122	
	12:15 PM		6	50	14	1	0	1	1	0	6		0		0 96	
	12:30 PM		2	46	10	0	1	6	1	0	4		0		0 105	
	12:45 PM 1:00 PM		3 5	70 50	14 17	1 0	1 2	2 4	2 0	0	6 3		0		0 107 0 101	
	1:15 PM		3	62	13	2	3	2	2	1	4		0		0 101	
	1:30 PM		3	67	16	2	2	6	2	1	2		0		0 98	
	1:45 PM		1	73	12	0	3	3	0	1	4		0		1 101	
	2:00 PM 2:15 PM		7 5	56 96	16 12	0	2 8	4 6	2 1	2	3 7		0		1 120 2 77	
	2:30 PM			163	24	1	7	8	1		13		0		0 25	
	2:45 PM	!	5 :	152	20	1	4	0	1	1	7	0	0	0	0 16	i
	3:00 PM			145	15	2	4	8	2	4	6		0		2 12	
	3:15 PM 3:30 PM			159 153	14 24	0	1 4	5 5	1	1 :	11 9		0		0 18 0 22	
	3:45 PM			171	25	1	12	8	1	1	4		0		1 24	
	4:00 PM	10		173	26	0	3	2	1	1	4		0		0 12	
	4:15 PM			152	25	0	3	3	0	2	6		0		2 15	
	4:30 PM			150 152	23 19	0	1	6 4	0 4	1 0	5		0		2 25 0 8	
	4:45 PM 5:00 PM			170	13	0	2	1	0	1	6 4		0		0 15	
	5:15 PM			193	18	0	2	2	0		10		0		0 20	
	5:30 PM			168	17	1	1	0	0	1	4		0		1 16	
	5:45 PM			163	15	0	0	3	0	0	4		1		0 17	
	6:00 PM 6:15 PM			162 134	15 10	0	1 0	2	0	0	5 3		0		0 17 2 16	
	6:30 PM			143	18	0	1	3	0	1	5		0		0 26	
	6:45 PM	:	2 :	116	10	1	1	4	0	0	3	0	0	0	0 16	5
	7:00 PM			114	14	0	3	3	0	1	6		0		1 17	
	7:15 PM 7:30 PM			132 126	15 15	0	1 3	3 2	0	0	5 3		0		0 5 0 13	
	7:45 PM			111	10	0	1	3	0	2	5		0		0 16	
	8:00 PM		2	87	16	1	1	0	0	1	5		0		0 6	
	8:15 PM			119	13	0	2	0	0	0	0		0		0 7	7
	8:30 PM		4	90	12	0	1	1	0	0	2		0		0 7	
	8:45 PM		3 1	84 70	13	0	0	0	0	0	4		0		0 10	
	9:00 PM				6	0	2	1	0	2	3	0	0	0	0 3	3

	9:30 PM	2	59	6	0	0	2	0	0	1	0	0	0	0	5	75
	9:45 PM	1	58	8	0	0	2	0	0	1	1	0	0	0	6	77
	10:00 PM	0	30	8	0	2	0	0	0	1	0	0	0	0	0	41
	10:15 PM	1	35	4	0	1	0	0	0	4	0	0	0	0	3	48
	10:30 PM	0	49	2	0	1	2	0	0	6	0	0	0	0	4	64
	10:45 PM	1	24	2	1	1	0	0	0	1	0	0	0	0	1	31
	11:00 PM	2	32	0	0	1	0	0	1	3	0	0	0	0	9	48
	11:15 PM	1	30	2	0	0	0	0	0	3	0	0	0	0	3	39
	11:30 PM	1	39	2	0	0	0	0	0	3	0	0	0	0	3	48
	11:45 PM	0	36	4	0	0	0	0	0	1	0	0	0	0	0	41
Day Total		231	5959	955	28	169	193	42	59	342	16	3	0	21	3879	11897
Percent		1.90%	50.10%	8.00%	0.20%	1.40%	1.60%	0.40%	0.50%	2.90%	0.10%	0.00%	0.00%	0.20%	32.60%	
ADT		11897														
AM Peak		7:30 AM	7:45 AM	8:45 AM	1:15 AM	10:00 AM	9:45 AM	7:45 AM	8:00 AM	10:15 AM	8:30 AM	5:45 AM		11:45 AM	7:30 AM	7:30 AM
Volume		7	69	21	1	10	6	2	3	8	2	1		3	122	223
PM Peak		4:00 PM	5:15 PM	4:00 PM	1:15 PM	3:45 PM	2:30 PM	4:45 PM	3:00 PM	2:30 PM	12:45 PM	5:45 PM		2:15 PM	12:00 PM	5:15 PM
Volume		10	193	26	2	12	8	4	4	13	1	1		2	122	255
'																

Sep 17 2015 Motorcycles Cars & Date: Start Time >6 Axle >6 Axle Total Buses Trailer Long 6 Tire Single Single Double Double Double Multi Multi Multi Classified 12:00 AM 12:15 AM 25 29 20 13 17 12:30 AM 12:45 AM 29 15 25 27 25 8 13 1:00 AM 1:15 AM 21 17 5 5 1:30 AM 1:45 AM 2:00 AM 12 9 2:15 AM 15 19 9 8 20 2:30 AM 2:45 AM 3:00 AM 3:15 AM 3:30 AM 3:45 AM 16 20 14 24 22 44 35 41 44 69 78 128 10 8 17 11 21 19 28 26 43 60 91 78 100 111 4:00 AM 4:15 AM 4:30 AM 4:45 AM 5:00 AM 5:15 AM 5:30 AM 5:45 AM 6:00 AM 6:15 AM 121 153 161 6:30 AM 15 13 13 24 22 15 6:45 AM 7:00 AM 7:15 AM 7:30 AM 91 143 10 170 233 7:45 AM 8:00 AM 126 116 0 12 6 10 6 215 186 177 185 176 8:15 AM 90 115 107 20 15 17 13 14 10 11 8:30 AM 8:45 AM 9:00 AM 9:15 AM 102 98 102 84 109 86 90 95 116 109 175 179 192 176 163 20 19 27 33 22 11 11 9:30 AM 9:45 AM 10:00 AM 10:15 AM 10:30 AM 149 166 162 167 166 22 17 14 17 16 10 15 13 12 12 10:45 AM 11:00 AM 11:15 AM 11:30 AM 11:45 AM 110 138 163 192 22 18 17 26 25 37 24 139 132 137 12:00 PM 12:15 PM 203 208 203 252 201 12:30 PM 12:45 PM 1:00 PM 136 141 16 149 146 134 1:15 PM 19 11 26 24 19 207 205 217 236 229 1:30 PM 1:45 PM 12 2:00 PM 2:15 PM 156 169 10 2:30 PM 2:45 PM 150 151 228 227 27 23 10 11 26 12 20 215 229 234 3:00 PM 144 0 3:15 PM 3:30 PM 173 169 3:45 PM 4:00 PM 167 173 229 228 29 22 184 167 146 22 21 21 245 228 4:15 PM 10 3 4:30 PM 205 252 209 257 239 4:45 PM 5:00 PM 5:15 PM 175 156 29 19 19 17 21 5:30 PM 198 5:45 PM 177 6:00 PM 183 240 6:15 PM 6:30 PM 123 127 23 15 171 180 6:45 PM 7:00 PM 117 137 15 16 166 175 193 174 162 7:15 PM 139 20 7:30 PM 7:45 PM 128 126 13 13 8:00 PM 128

8:15 PM

	8:30 PM	3	96	9	0	1	0	0	0	2	1	0	0	0	5	117
	8:45 PM	1	90	8	0	0	0	0	1	0	0	0	0	0	7	107
	9:00 PM	4	74	8	0	1	1	0	1	2	0	0	0	0	13	104
	9:15 PM	2	67	4	0	3	0	0	1	1	0	0	0	0	7	85
	9:30 PM	0	55	11	0	1	0	0	0	5	0	0	0	0	6	78
	9:45 PM	2	59	5	0	0	0	0	0	2	0	0	0	0	6	74
	10:00 PM	0	51	8	0	0	0	0	1	2	1	0	0	0	4	67
	10:15 PM	1	53	2	0	0	0	0	0	2	0	0	0	0	3	61
	10:30 PM	1	45	4	0	0	0	0	0	3	0	0	0	0	3	56
	10:45 PM	1	35	4	0	0	1	0	0	3	0	0	0	0	4	48
	11:00 PM	2	35	3	0	0	1	0	0	0	0	0	0	0	7	48
	11:15 PM	0	32	4	0	0	1	0	0	0	0	0	0	0	3	40
	11:30 PM	0	29	2	0	0	0	0	0	1	0	0	0	0	8	40
	11:45 PM	0	23	1	0	0	0	0	0	3	0	0	0	0	0	27
Day Total		285	8694	1250	28	195	213	62	80	557	27	3	4	30	1331	12759
Percent		2.20%	68.10%	9.80%	0.20%	1.50%	1.70%	0.50%	0.60%	4.40%	0.20%	0.00%	0.00%	0.20%	10.40%	
ADT		12759														
AM Peak		7:45 AM	7:30 AM	9:45 AM	7:30 AM	9:00 AM	9:15 AM	10:45 AM	6:30 AM	10:30 AM	7:30 AM	3:15 AM	10:45 AM	8:15 AM	7:30 AM	7:30 AM
Volume		12	143	33	3	7	9	3	3	15	2	1	1	2	43	233
PM Peak		4:15 PM	5:30 PM	12:45 PM	12:30 PM	4:45 PM	12:45 PM	12:45 PM	12:00 PM	12:45 PM	12:30 PM	3:30 PM	12:15 PM	12:45 PM	12:45 PM	5:30 PM
Volume		10	198	37	1	9	6	4	4	16	2	1	1	3	42	257

SUMMARY:															
Date:	Sep 15 2015 -	Sep 17 201	5												
	Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total
		Trailer	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classified	
Grand Total	709	19918	3851	212	703	585	156	238	1322	65		9	8	74 8245	36095
Percent	2.00%	55.20%	10.70%	0.60%	1.90%	1.60%	0.40%	0.70%	3.70%	0.20%	0.009	% 0	.0% 0.20	0% 22.80%	<mark>6</mark>
ADT	12031														

709 19918 3851 212 703 585 156 238 1322 65 9 8 74 27850 2.55% 71.52% 13.83% 0.76% 2.52% 2.10% 0.56% 0.85% 4.75% 0.23% 0.03% 0.03% 0.27%

Total without unclassified vehicles

All other vehicles Trucks 88% 12%

 Type:
 Vehicle Classification Data

 Location:
 U.S. 15 N of I-20

 Specific Location:
 U.S. 15 N of I-20

 City/State:
 Bishopville
 SC

 QClobNo:
 13544438

 Date:
 Sep 29 2015 - Oct 1 2015

 Direction:
 NB/ SB

 Comments:
 NB/ SB

7:00 PM	ycles Cars & Trail Z Aske Long Buses 2 Aske 6 Tirs 2 Aske Smg (5 Aske Dous 6 Aske Dous 6 Aske Mus E Aske Mu
Start Time Motorcycles Care & Trais Zable Edit 3 Able Sing Stable Date S	ycles Cars & Trail Z Aske Long Buses 2 Aske 6 Tirs 3 Aske Single Aske Single S Aske Dou's FAske Dou's FAske Dou's FAske Muli S Aske Mul
March Marc	2 392 150 0 7 4 0 9 18 1 1 0 0 0 584 3 323 78 2 8 2 8 2 0 3 13 11 0 0 0 1 0 434 0 189 48 2 3 0 0 0 3 13 13 0 0 0 0 0 0 0 0 258 0 101 27 0 2 0 0 1 1 1 12 0 0 0 0 0 0 0 128 5 1134 336 6 20 6 1 17 64 2 1 0 0 1 0 1 0 1593 0.30% 71.20% 21.10% 0.40% 1.30% 0.40% 0.10% 1.10% 4.00% 0.10% 0.10% 0.00% 0.10% 0.00% 1593 0.30% 71.20% 21.10% 0.40% 1.30% 0.40% 0.10% 1.10% 4.00% 0.10% 0.10% 0.00% 0.10% 0.00% 1593 0.30% 72.00 PM 7.00 PM 8.00 PM 7.00 PM 10:00 PM 7.00 PM 7.00 PM 7.00 PM 7.00 PM 7.00 PM 8.00 PM 7.00 PM 3 392 150 2 8 4 1 1 0 0 0 1 1 0 584
8:00 PM	3 323 78 2 8 8 2 0 3 133 1 0 0 0 1 0 434 0 1899 48 2 3 3 0 0 0 3 133 1 0 0 0 0 0 0 0 0 178 0 101 27 0 2 0 0 1 1 1 12 0 0 0 0 0 0 139 5 1134 336 6 20 6 1 17 64 2 1 0 1 0 1 0 1593 0.30% 71.20% 21.10% 0.40% 1.30% 0.40% 0.10% 1.10% 4.00% 0.10% 0.10% 0.00% 0.10% 0.00% 1593 00 PM 7.00 PM 7.00 PM 8.00 PM 8.00 PM 7.00 PM 10.00 PM 7.00 PM 7
1900 PM 0 188	0 189
11:00 PM	0 PM 7:00 PM 7:00 PM 8:00 PM 8:00 PM 8:00 PM 7:00 PM 10:00 PM 7:00 PM 8:00 PM 8:00 PM 8:00 PM 7:00 PM
Pay Percent So 11 14 136 6 20 130 0.40 0.10 0.10 0.10 0.00 0.10	5 1134 336 6 20 6 1.30% 0.40% 1.30% 0.40% 0.10% 1.10% 4.00% 0.10% 0.10% 0.00% 0.10% 0.00% 0.10% 0.00% 0.10% 0.00% 0.10%
MAPCEN No. N	1593 120% 1210% 0.40% 0.40% 0.40% 0.10% 0.10% 0.10% 0.10% 0.10% 0.00% 0.00%
AM Peak Volume Meak Soloph 7:00 PM 8:00 PM 7:00 PM 8:00 PM 8:00 PM 7:00 PM 7:	1593 1
MPeak Volume 8.00 PM 7:00 PM	00 PM
PM Peak	3 392 150 2 8 4 1 1 9 18 1 1 0 1 0 584
PM Peak	3 392 150 2 8 4 1 1 9 18 1 1 0 1 0 584
Notice Sep 30 2015 Start Time Motorcycles Cars & Trail 2 Axle Long Buses 2 Axle 6 Tir 3 Axle Singl 4 Axle Singl 5 Axle Doi 5 Axle Doi 6 Axle Mu 6 Axle Mu 15 Axle Mu Not Clar 1:00 AM	3 392 150 2 8 4 1 1 9 18 1 1 0 1 0 584
Notice Sep 30 2015 Start Time Motorcycles Cars & Trail 2 Axle Long Buses 2 Axle 6 Tir 3 Axle Singl 4 Axle Singl 5 Axle Doi 5 Axle Doi 6 Axle Mu 6 Axle Mu 15 Axle Mu Not Clar 1:00 AM	3 392 150 2 8 4 1 1 9 18 1 1 0 1 0 584
Date: Sep 30 2015 Start Time Motorcycles Cars & Trail 2 Axile Long Buses 2 Axile 6 Tir 3 Axile Singl 4 Axile Singl <5 Axile Doil 5 Axile Doul >6 Axile Doul >6 Axile Mul Saxile Mul Saxi	2015 ycles
Start Time	Second Processes Processes Second Processes
Start Time	Second Processes Processes Second Processes
Start Time	Second Processes Processes Second Processes
12:00 AM	1 84 18 3 1 1 1 0 0 0 4 0 0 0 0 0 0 112 0 59 18 0 4 1 1 0 0 0 7 0 0 0 0 0 0 0 89 0 37 16 3 2 0 0 0 0 0 4 0 0 0 0 0 0 62 0 30 20 2 0 2 0 0 2 0 0 13 1 1 0 0 0 0 1 100 1 107 48 2 5 3 0 0 2 17 0 0 0 0 1 100 1 107 48 2 5 3 0 0 2 17 0 0 0 1 10 186 1 278 100 7 21 3 0 5 18 0 1 0 0 0 1 0 0 1 106 1 278 100 7 21 3 0 5 18 0 1 0 0 0 0 4 0 0 697 1 405 162 9 22 14 8 10 27 1 1 0 0 1 0 1 0 697 1 405 162 9 22 14 8 10 23 1 0 0 1 0 0 1 0 697 1 405 162 9 22 14 8 10 23 1 0 0 1 0 0 1 0 656 3 328 154 10 47 6 7 12 28 3 0 0 0 1 0 0 1 0 656 3 328 154 10 47 6 7 12 28 3 0 0 0 1 0 0 1 0 659 0 375 153 8 35 18 8 11 28 11 1 0 0 0 1 0 620 2 480 175 15 27 16 11 16 40 0 0 0 2 1 0 620 2 480 175 15 27 16 11 16 40 0 0 0 2 1 0 785 4 433 192 10 31 11 4 13 28 0 1 1 0 0 0 1 0 785 4 433 192 10 31 11 4 13 28 0 1 0 0 0 1 0 785 4 433 192 10 31 11 4 13 28 0 1 0 0 0 1 0 785 4 433 192 10 31 11 4 13 28 0 1 0 0 0 1 0 785 4 433 192 10 31 11 4 13 28 0 1 0 0 0 1 0 785 4 433 192 10 31 11 4 13 28 0 1 0 0 0 1 0 785 4 438 10 14 28 6 0 13 33 0 0 0 0 1 0 0 1 0 785 4 487 170 4 20 5 0 11 28 1 0 0 0 0 1 0 786 4 487 170 4 20 5 0 11 28 1 0 0 0 0 0 2 0 5 59 0 328 88 1 1 16 1 1 1 5 13 1 0 0 0 0 1 0 0 855 4 487 170 4 20 5 0 11 28 1 0 0 0 0 2 0 5 59 0 328 88 1 1 16 1 1 5 5 13 1 0 0 0 0 0 2 2 0 594 0 328 88 8 1 16 1 1 1 5 13 1 0 0 0 0 0 2 20 594 0 101 29 2 1 1 0 0 0 1 1 0 0 0 0 0 0 286 0 101 29 2 1 1 0 0 0 0 1 6 0 0 0 0 0 0 286 0 101 29 2 1 16 43 145 60 173 488 12 6 6 1 100 0 0 0 0 0 0 0 149 3 7230 2692 136 443 145 60 173 488 12 6 6 2 16 0 11406
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SUMMARY:

Date: Sep 29 2015 - Oct 1 2015

Motorcycles Cars & Trail 2 Axle Long Buses 2 Axle 6 Tir 3 Axle Singl 4 Axle Singl 5 Axle Dol 5 Axle Dol 5 Axle Dol 6 Axle Mu 6 Axle Mu 10 Axle Mu 10 Classifi Total

Grand Total 61 14980 5565 257 880 247 95 342 1026 27 12 6 30 0 23528 All other vehicles 88%

Percent 0.30% 63.70% 23.70% 1.10% 3.70% 1.00% 0.40% 1.50% 4.40% 0.10% 0.10% 0.00% 0.10% 0.00% Trucks 12%

ADT 7842

QUALITY COUNTS REPORT

Type: Location: Specific Location: City/State: QCJobNo: Date: Direction: Comments: Vehicle Classification Data St Charles Rd N of I-20 St Charles Rd N of I-20 Bishopville SC 13544402 Sep 15 2015 - Sep 16 2015 NB/SB

Date: Start Time		p 15 2015 otorcycles	Care &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	\s	Axle	Not	Total
Start Time	101			Long			Single	Single	Double	Double	Double	Multi	Multi		ulti	Classified	Total
	12:00 AM	0	2	1	0	0	0) (0	0	0	0	3
	1:00 AM	0	2	0	0	0	C	0) (0		0	0	0	0	2
	2:00 AM	0	3	0	0	0	C	0) (0		0	0	0	0	3
	3:00 AM	0	2	1	0	0	C) (0	0	0	0	3
	4:00 AM	0	1	0	0	0	C	-) (0	0	0	0	1
	5:00 AM	0	6	4	0	0	C	-) (0	0	0	0	10
	6:00 AM	1	24	11	0	1	C	-) :			0	0	0	0	38
	7:00 AM	0	57	13	0	4	C) :			0	0	0	0	75
	8:00 AM	0	32	14	0	2	C			2 :			0	0	0	1	54
	9:00 AM 10:00 AM	1 2	32 30	25 22	0	3 4	1 2			0 (0	0	0	0	62
	11:00 AM	1	27	21	0	2	2			1 3			0	0	0	0	65 55
	12:00 PM	1	37	22	1	4	1	0		1 :			0	0	0	2	72
	1:00 PM	1	36	23	1	4	1			2			0	0	0	2	73
	2:00 PM	0	50	16	0	3	-	0		2 !			0	0	0	1	77
	3:00 PM	1	50	16	0	1	1	0	:	3 :			0	0	0	3	77
	4:00 PM	1	41	23	0	1	1	0		2 :			0	0	0	2	74
	5:00 PM	2	56	26	0	0	2	0		1 :	2 0		0	0	0	1	90
	6:00 PM	0	41	15	0	0	C	0		0 4	1 0		0	0	0	0	60
	7:00 PM	0	39	14	1	0	C	0			5 0		0	0	0	0	59
	8:00 PM	0	28	23	0	2	C	0) (0	0	0	0	53
	9:00 PM	0	12	4	0	1	C	0) (0	0	0	0	17
	10:00 PM	0	10	1	0	0	C) (0	0	0	0	11
	11:00 PM	0	12	2	0	0	C	-					0	0	0	0	14
Day Total		11	630	297	3	32	11						0	0	0	13	1048
Percent		1.00%	60.10%	28.30%	0.30%	3.10%	1.00%	0.00%	1.309	6 3.509	6 0.00%	0.00	% 0.0	00%	0.00%	1.20%	
ADT		1048															
AM Peak		10:00 AM	7:00 AM	9:00 AM		7:00 AM	10:00 AM		8:00 AN	4 8:00 AN	1					8:00 AM	7:00 AM
Volume		2	57	25		4	2			2						1	75
PM Peak		5:00 PM	5:00 PM		12:00 PM		5:00 PM		3:00 PN							3:00 PM	5:00 PM
Volume		2	56	26	1	4	2			3 !	5					3	90
'=======	========				======						=======		=				
Date: Start Time	Se	p 16 2015 otorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle				Total
Date:	Se M	ep 16 2015 otorcycles	Cars &	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	M	ulti	Classified	
Date:	Se M: 12:00 AM	ep 16 2015 otorcycles	Cars & Trailer	2 Axle Long 0	Buses 0	2 Axle 6 Tire 0	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi 0	0 0	ulti 0	Classified 0	7
Date:	Se M: 12:00 AM 1:00 AM	otorcycles	Cars & : Trailer 7	2 Axle Long 0 2	Buses 0 0	2 Axle 6 Tire 0	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double) 0	<6 Axle Multi	6 Axle Multi 0	0 0	ulti 0 0	Classified 0 0	7
Date:	12:00 AM 1:00 AM 2:00 AM	otorcycles 0 0 0	Cars & : Trailer 7 3	2 Axle Long 0 2	Buses 0	2 Axle 6 Tire 0 0	3 Axle Single	4 Axle Single 0 0	<5 Axle Double	5 Axle Double 0 (>6 Axle Double) 0 L 0) 0	<6 Axle Multi	6 Axle Multi 0 0	0 0 0	ulti 0 0 0	Classified 0	7 6 6
Date:	Se M: 12:00 AM 1:00 AM	otorcycles	Cars & : Trailer 7	2 Axle Long 0 2	Buses 0 0 0	2 Axle 6 Tire 0	3 Axle Single C	4 Axle Single 0 0 0	<5 Axle Double	5 Axle Double	>6 Axle Double 0 0 L 0 0 0	<6 Axle Multi	6 Axle Multi 0	0 0	ulti 0 0	Classified 0 0 0	7
Date:	Se M 12:00 AM 1:00 AM 2:00 AM 3:00 AM	otorcycles 0 0 0	Cars & Trailer 7 3 6 0	2 Axle Long 0 2 0	Buses 0 0 0 1	2 Axle 6 Tire 0 0 0	3 Axle Single C	4 Axle Single 0 0 0 0	<5 Axle Double	5 Axle Double 0 (>6 Axle Double 0 0 1 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0	0 0 0 0	ulti 0 0 0 0	Classified 0 0 0 0	7 6 6 3
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM	otorcycles 0 0 0 1	Cars & Trailer 7 3 6 0 0	2 Axle Long 0 2 0 0	Buses 0 0 0 0 1 0 0	2 Axle 6 Tire 0 0 0	3 Axle Single C	4 Axle Single 0 0 0 0 0	<5 Axle Double	5 Axle Double 0 :	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0	0 0 0 0	ulti 0 0 0 0	Classified 0 0 0 0 0 0	7 6 6 3 0
Date:	Se M 12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM	otorcycles 0 0 0 1 0	Cars & :	2 Axle Long 0 2 0 0 0 0	Buses 0 0 0 0 1 0 0 0 0	2 Axle 6 Tire 0 0 0 0	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0	<5 Axle Double	5 Axle Double 0 (>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0	0 0 0 0 0	ulti 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0	7 6 6 3 0
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 8:00 AM	otorcycles 0 0 0 1 1 0 1 1 1	Cars &	2 Axle Long 0 2 0 0 0 3 10 18	Buses 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 2 2 2	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0	<5 Axle Double	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double) 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0	0 0 0 0 0 0	ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 0 10 35 74 49
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 7:00 AM 8:00 AM 9:00 AM	otorcycles 0 0 0 1 0 1 1 1 0	Cars &	2 Axle Long 0 2 0 0 0 0 3 10 18 18 18	Buses 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 0 2 2 2 5 3	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0	0 0 0 0 0 0 0	ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 0 10 35 74 49
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 7:00 AM 8:00 AM 9:00 AM	otorcycles 0 0 0 1 0 1 1 1 1 1 1	Cars & Trailer 7 3 3 6 0 0 0 7 7 22 52 23 23 24 28	2 Axie Long 0 2 0 0 0 0 3 10 18 18 18 17	0 0 0 1 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 2 2 2 5 3	3 Axle Single	4 Axle Single 0 0 0 0 0 0 0 0 0	<5 Axle Double	5 Axle Double 0	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0	ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 0 10 35 74 49 44 53
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Date: Start Time	Se MI 12:00 AM 1:00 AM 2:00 AM 3:00 AM 5:00 AM 5:00 AM 8:00 AM 10:00 PM 2:00 PM 5:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 1 1 0 0 1 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1 0 0 0 0 1 1 0	Cars & Trailer 7 3 6 0 0 0 7 7 22 2 52 23 34 48 45 27 27 15 16 4 4	2 Axle Long 0 0 0 0 0 0 3 10 0 18 18 18 11 14 14 14 23 26 20 23 19 14 15 5 5 0 0 0 0	Buses 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Unit i	Classified 0 0 0 0 0 0 0 0 0 0 2 1 6 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 3 0 10 35 74 49 44 53 52 57 60 87 91 64 81 166 43 21 166
Date: Start Time	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 0 0 1 1 1 1 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1 1 1 1 1 1 0 0 1 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 0 0 1	Cars &	2 Axle Long 0 0 0 0 0 0 18 18 18 17 14 14 14 23 26 20 23 19 14 15 5 0 0 2600 2600	Buses 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 2 2 5 3 3 7 7 7 3 2 5 0 1 1 0 0 0 3 9	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	< S Axle Double I I I I I I I I I I I I I I I I I I I	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 1 6 6 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 0 10 35 74 49 44 53 52 57 60 87 91 1 64 81 64 45 43 21 1 64
Date: Start Time	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 1 1 0 0 1 1 1 1 1 0 0 0 0	Cars & Trailer 7 3 6 0 0 0 7 7 22 2 52 23 34 48 45 27 27 15 16 4 4	2 Axle Long 0 0 0 0 0 0 3 10 0 18 18 18 11 14 14 14 23 26 20 23 19 14 15 5 5 0 0 0 0	Buses 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	< S Axle Double I I I I I I I I I I I I I I I I I I I	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Unit i	Classified 0 0 0 0 0 0 0 0 0 0 2 1 6 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 3 0 10 35 74 49 44 53 52 57 60 87 91 64 81 166 43 21 166
Date: Start Time	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 0 0 1 1 1 1 0 0 1 1 1 0 0 0 1 1 0 0 0 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1 1 1 1 1 1 0 0 1 1 1 1 1 1 0 0 1 1 1 1 1 1 1 1 0 0 1	Cars &	2 Axle Long 0 0 0 0 0 0 18 18 18 17 14 14 14 23 26 20 23 19 14 15 5 0 0 2600 2600	Buses 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 2 2 5 3 3 7 7 7 3 2 5 0 1 1 0 0 0 3 9	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	< S Axle Double I I I I I I I I I I I I I I I I I I I	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 1 6 6 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 3 0 10 35 74 49 44 53 52 57 60 87 91 64 81 166 43 21 166
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Date: Start Time Day Total Percent ADT AM Peak	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 1 1 0 0 1 1 1 1 1 0 0 0 0	Cars & Trailer 7 3 6 6 0 0 0 7 7 22 2 23 3 24 4 28 30 35 57 440 45 27 7 15 16 4 600 61.50% 7:00 AM	2 Axle Long 0 0 0 0 0 0 3 100 188 188 181 177 144 154 155 0 0 0 26.60%	Buses 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 2 2 5 3 3 7 7 7 3 2 5 0 1 1 0 0 0 3 9	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 1 1 1 1 1 1 1 1 0 0 0 0 0 0 1 0 1 0 <	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 2 1 6 6 2 1 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 3 3 0 10 35 74 49 44 53 52 57 60 87 91 64 81 166 43 21 166
Date: Start Time	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 9:00 PM 1:00 PM 1:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 1 1 0 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1 1 1 1 1 1 1 0 0 0 0 1 1 1 1 1 1 1 1 1 0	Cars & Trailer 7 7 3 6 6 0 0 0 7 7 22 2 33 24 28 30 33 36 50 57 40 48 45 27 7 15 16 4 6000 61.50%	2 Axle Long 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Buses 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 1 1 1 1 1 1 1 1 0 0 0 0 0 0 1 0 1 0 <	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 6 3 3 0 0 100 355 74 4 49 44 53 52 57 60 87 91 64 81 16 66 45 5 43 21 16 6 6 976 7:00 AM
Date: Start Time Day Total Percent ADT AM Peak	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 9:00 PM 1:00 PM 1:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 1 1 0 0 1 1 1 1 1 0 0 0 1 1 1 1 1 0 0 0 1 1 1 1 1 1 1 0 0 0 0 1 1 1 1 1 1 1 1 1 0	Cars & Trailer 7 3 6 6 0 0 0 7 7 22 2 23 3 24 4 28 30 35 57 440 45 27 7 15 16 4 600 61.50% 7:00 AM	2 Axle Long 0 0 0 0 0 0 3 100 188 188 181 177 144 8 8 111 233 266 200 26.60%	Buses 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 1 1 1 1 1 1 1 1 9 9 10:00 AAA	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 6 3 3 0 0 100 355 74 4 49 44 53 52 57 60 87 91 64 81 16 66 45 5 43 21 16 6 6 976 7:00 AM
Date: Start Time Day Total Percent ADT AM Peak Volume	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 5:00 AM 6:00 AM 7:00 AM 10:00 AM 10:00 AM 11:00 PM 1:00 PM 3:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 9:00 PM 1:00 PM 1:00 PM 1:00 PM	p 16 2015 otorcycles 0 0 0 0 1 1 1 1 1 0 0 1 1 1 1 1 0 0 0 0	Cars & Trailer 7 3 6 6 0 0 0 7 7 22 2 23 3 24 4 28 30 0 33 36 50 0 57 40 0 48 45 27 7 27 15 16 4 4 600 61.50%	2 Axle Long 0 0 2 0 0 0 0 3 3 100 18 18 18 17 14 14 14 14 15 5 0 0 0 26.60% 7:00 AM 18	Buses 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	3 Axle Single C C C C C C C C C C C C C C C C C C C	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double	5 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	>6 Axle Double	<6 Axle Multi	6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	M 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Ulti 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 0 0 0 0 0 0 0 0 0 0 0	7 6 6 6 3 3 0 0 100 35 74 49 44 53 52 57 60 87 91 64 81 66 45 43 21 1 6 6 976 7:00 AM 74

SUMMARY:																	
Date:	Sep 15 2015 -	Sep 16 2015	5														
	Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total		
		Trailer	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classified	t		
Grand Total	22	1230	557	4	71	18		3	3 57	. 0) () () 3	32 2024		
Percent	1.10%	60.80%	27.50%	0.20%	3.50%	0.90%	0.00%	1.609	6 2.80%	0.00%	0.00%	0.00%	6 0.009	6 1.60	%		
ADT	1012																
Percent x Not Classified	0	19	9	0	1	. 0) :	1 1	. 0) () (0		All other vehicles	91%
Final Percent	1.10%	61.73%	27.95%	0.20%	3.56%	0.90%	0.00%	1.669	6 2.86%	0.00%	0.00%	0.00%	6 0.009	6		Trucks	9%

Vehicle Classification Data SC 341 N of Industrial Blvd SC 341 N of Industrial Blvd Bishopville SC 13544401 Sep 15 2015 - Sep 16 2015 NB/SB Type: Location: Specific Location: City/State: QClobNo: Date: Direction: Comments:

Date: Start Time		ep 15 2015 lotorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total
				Long				Single	Double	Double	Double	Multi	Multi	Multi	Classified	
	12:00 AM	0		2	1	1	0	0	0		0				_	28
	1:00 AM	0	-	0	0	0	1	0		-	0	(_	13
	2:00 AM	0		1	0	0	0	0			0					14
	3:00 AM 4:00 AM	2		6 7	1 0	0	0	0			0					28 38
	5:00 AM	0		14	4	6	0	0			0					100
	6:00 AM	2		42	8	12	3	0			0					203
	7:00 AM	3		80	9	20	4	0			0					446
	8:00 AM	4		72	5	14	3	0			0					320
	9:00 AM	0		65	5	17	2	0								253
	10:00 AM	3		61	8	17	3	0			0				4	243
	11:00 AM	2	126	60	8	22	2	0	5	11	0	() (0	5	241
	12:00 PM	4	125	60	1	25	4	0	3	10	0	() (0	3	235
	1:00 PM	4	157	70	4	16	3	0	3		1	(284
	2:00 PM	4	165	67	9	24	0	0			0	(292
	3:00 PM	4	234	93	11	27	5	0			0					401
	4:00 PM	4		87	10 4	24	2	0			1	(381
	5:00 PM 6:00 PM	5 1		80 65	1	20 17	1 2	0			0					351 286
	7:00 PM	0		36	1	7	0	0			1	(214
	8:00 PM	0		23	1	4	0	0			0					135
	9:00 PM	1	62	16	0	8	2	0		. 7	0					98
	10:00 PM	0		17	0	1	0	0			0					74
	11:00 PM	0		3	0	0	0	0			0	() (0		34
Day Total		43	2831	1027	91	283	37	0	50	218	3	() () 1	128	4712
Percent		0.90%	60.10%	21.80%	1.90%	6.00%	0.80%	0.00%	1.10%	4.60%	0.10%	0.00%	6 0.00%	0.00%	2.70%	
ADT		4712														
AM Peak Volume		8:00 AM 4		7:00 AM 80	7:00 AM 9	11:00 AM 22	7:00 AM 4		10:00 AM					8:00 AM 1		7:00 AM 446
volunie		4	303	80	,	22	*		,	10				1	13	440
PM Peak		5:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	3:00 PM		6:00 PM	2:00 PM	1:00 PM				3:00 PM	3:00 PM
Volume		5	240	93	11	27	5		4		1				16	401
													-			
Date:	S												_			
Date: Start Time		ep 16 2015											_	>6 Axle	Not	Total
Date: Start Time		ep 16 2015 lotorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle Multi		Total
		ep 16 2015 lotorcycles	Cars & Trailer		Buses	2 Axle	3 Axle		<5 Axle Double	5 Axle Double			6 Axle Multi	Multi	Classified	Total 22
	M	ep 16 2015 Iotorcycles	Cars & Trailer 15	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	Multi 0 0	Classified 0	22 23
	12:00 AM 1:00 AM 2:00 AM	ep 16 2015 lotorcycles 0 0	Cars & Trailer 15 11 5	2 Axle Long 3 4 2	Buses 0 0 0	2 Axle 6 Tire 1 1	3 Axle Single 0 0	4 Axle Single 0 0 0	<5 Axle Double 0 2	5 Axle Double 3 3	>6 Axle Double 0 0	<6 Axle Multi (6 Axle Multi O (Multi 0 0 0 0 0	Classified 0 2 0	22 23 10
	12:00 AM 1:00 AM 2:00 AM 3:00 AM	ep 16 2015 lotorcycles 0 0 0	Cars & Trailer 15 11 5 7	2 Axle Long 3 4 2 2	Buses 0 0 0	2 Axle 6 Tire 1 1 1 2	3 Axle Single 0 0 0	4 Axle Single 0 0 0	<5 Axle Double 0 2 1	5 Axle Double 3 3 1	>6 Axle Double 0 0 0	<6 Axle Multi ((6 Axle Multi) (0	Multi 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0	22 23 10 17
	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM	ep 16 2015 lotorcycles 0 0 0 0	Cars & Trailer 15 11 5 7 21	2 Axle Long 3 4 2 2	Buses 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 1 1 1 2	3 Axle Single 0 0 0 1	4 Axle Single 0 0 0 0	<5 Axle Double 0 2 1 1	5 Axle Double 3 3 1 4	>6 Axle Double 0 0 0	<6 Axle Multi (((6 Axle Multi) (Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 0	22 23 10 17 39
	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM	0 0 0 0 0 3	Cars & Trailer 15 11 5 7 21 52	2 Axle Long 3 4 2 2 7 13	Buses 0 0 0 0 0 0 4	2 Axle 6 Tire 1 1 1 2 1 6	3 Axle Single 0 0 0 1 1	4 Axle Single 0 0 0 0 0	<5 Axle Double 0 2 1 1 1	5 Axle Double 3 3 1 4 5	>6 Axle Double 0 0 0 0 0	<6 Axle Multi (((6 Axle Multi) ()	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 1	22 23 10 17 39 84
	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM	0 0 0 0 0 3 0	Cars & Trailer 15 11 5 7 21 52 110	2 Axle Long 3 4 2 2 7 13 62	Buses 0 0 0 0 0 4 8	2 Axle 6 Tire 1 1 2 1 6	3 Axle Single 0 0 0 1 1 0 3	4 Axle Single 0 0 0 0 0 0	<5 Axle Double 0 2 1 1 1 1	5 Axle Double 3 3 1 4 5 7	>6 Axle Double 0 0 0 0 0 0 0 0	<6 Axle Multi ((((6 Axle	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 0 1 2	22 23 10 17 39 84 214
	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM	0 0 0 0 0 0 0 1 1	Cars & Trailer 15 11 5 7 21 52 110 294	2 Axle Long 3 4 2 2 7 13 62 69	Buses 0 0 0 0 0 4 8 10	2 Axle 6 Tire 1 1 2 1 6 17 23	3 Axle Single 0 0 1 1 0 3	4 Axle Single 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 0 2 1 1 1 1 1	5 Axle Double 3 3 1 4 5 7 10	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi (((((((((((((((((((6 Axle	Multi 0	Classified 0 2 0 0 0 0 0 1 1 2 7	22 23 10 17 39 84 214 415
	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 8:00 AM	0 0 0 0 0 0 1 1 1	Cars & Trailer 15 11 5 7 21 52 110 294 231	2 Axle Long 3 4 2 2 7 13 62 69 79	Buses 0 0 0 0 4 8 10 5	2 Axle 6 Tire 1 1 1 2 1 6 17 23 23	3 Axle Single 0 0 0 1 1 0 3 0 4	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 0 2 1 1 1 1 1 3	5 Axle Double 3 3 1 4 5 7 10 10	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi ((((((((((((((((((((((((((((((((((((6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 0 1 2 2 7 5	22 23 10 17 39 84 214 415 361
	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 8:00 AM 9:00 AM	0 0 0 0 0 0 0 1 1	Cars & Trailer 15 11 5 7 21 52 110 294 231 121	2 Axle Long 3 4 2 2 7 13 62 69	Buses 0 0 0 0 0 4 8 10	2 Axle 6 Tire 1 1 2 1 6 17 23	3 Axle Single 0 0 1 1 0 3	4 Axle Single 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 0 2 1 1 1 1 1 3	5 Axie Double 3 3 1 4 5 7 10 10 8	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi (((((((((((((((((((6 Axle Multi)) (0) (0) (0) (0) (0) (0) (0) (0) (0)	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 0 1 2 7 5 3	22 23 10 17 39 84 214 415
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Day Total Percent ADT AM Peak Volume	12:00 AM 1:00 AM 2:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 1:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 lotorcycles 0 0 0 0 3 3 0 1 1 1 3 5 0 4 5 5 1 1 4 2 3 1 1 0 1 1 0 9 4 7 7 9:00 AM 5	Cars & Trailer 15 11 5 7 7 21 1 52 110 294 231 121 99 152 136 212 172 161 49 38 34 2932 61.50%	2 Axle Long 3 4 2 2 7 13 62 69 79 63 73 56 49 72 71 97 76 75 62 38 48 19 6 6 1052 22.10%	Buses 0 0 0 0 4 8 10 5 3 5 7 4 5 10 11 1 2 2 0 0 0 8 5 1.80%	2 Axle 6 Tire 1 1 1 2 1 6 17 23 23 22 25 23 21 19 34 20 14 18 15 8 7 4 3 0 3088 6.50%	3 Axle Single 0 0 0 1 1 1 0 3 0 4 6 2 2 1 4 0 0 2 2 3 0 0 1 1 1 3 4 0.70%	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 0 2 1 1 1 1 1 1 3 2 5 0 0 4 4 2 3 7 7 4 3 0 0 1 1 1 0 5 0 1.00%	5 Axle Double 3 3 4 4 5 7 10 10 8 8 12 9 5 7 9 8 8 7 9 11 12 8 8 7 7 17 3 3.70%	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi (((((((((((((((((((6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 1 1 2 7 5 3 6 4 9 9 1 1 1 0 1 1 3 9 4 1 0 0 1 1 8 8 1 8 1 8 7 7 1 0 0 0 7 1 0 0 0 7 1 0 0 0 7 1 0 0 0 0	22 23 10 17 39 84 214 415 361 237 224 252 231 272 288 399 391 332 310 233 227 78 60 48 4767
Day Total Percent ADT	12:00 AM 1:00 AM 2:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 1:00 PM 5:00 PM 6:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 lotorcycles 0 0 0 0 3 3 1 1 1 3 5 0 4 5 5 1 4 2 3 3 1 0 0 1 1 1 1 0 9 4 7 9:00 AM	Cars & Trailer 15 11 15 7 7 211 52 1100 294 231 121 1101 121 136 6 147 157 243 259 206 6 212 172 161 49 38 34 2932 61.50% 7:00 AM 294 4:00 PM	2 Axle Long 3 4 4 2 2 7 7 13 62 69 979 63 73 56 49 72 71 97 76 62 38 48 19 6 6 6 1052 22.10%	Buses 0 0 0 0 0 4 8 10 0 5 7:00 AM	2 Axle 6 Tire 1 1 1 2 1 6 17 23 23 22 25 23 21 19 34 20 14 18 15 8 7 4 3 0 308 6.50%	3 Axle Single 0 0 0 1 1 1 1 0 4 6 2 2 1 4 0 0 2 2 3 0 0 1 1 1 1 3 4 0.70%	4 Axle Single 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<5 Axle Double 0 2 1 1 1 1 1 1 3 2 5 0 4 4 2 3 7 7 4 3 0 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	5 Axle Double 3 3 1 4 5 7 10 10 10 8 8 12 9 5 7 1 10 10 10 10 10 10 10 10 10 10 10 10 1	>6 Axle Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	<6 Axle Multi (((((((((((((((((((6 Axle Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 2 0 0 0 0 1 1 2 7 5 3 6 4 9 4 4 10 13 9 4 5 0 0 1 18 5 180%	22 23 10 17 39 84 214 415 361 237 224 252 231 272 288 399 391 332 310 233 227 78 60 48 4767

SUMMARY:																		
Date:	Sep 15 2015 -	Sep 16 201	5															
	Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total			
		Trailer	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classifie	ed			
Grand Total	84	5763	2079	176	591	71	0	100	395	3	()	0	1 :	216	9479		
Percent	0.90%	60.80%	21.90%	1.90%	6.20%	0.70%	0.00%	1.10%	4.20%	0.00%	0.00%	0.00	% 0.00	1% 2.3	0%			
ADT	4739																	
Percent x Not Classified	2	131	47	4	13	2	0	2	9	0	()	0	0			All other vehicles	86%
Final Percent	0.91%	62.18%	22.43%	1.90%	6.38%	0.76%	0.00%	1.08%	4.26%	0.03%	0.00%	0.00	% 0.01	.%			Trucks	14%

Vehicle Classification Data US-15 SW of SC-341 US-15 SW of SC-341 Bishopville SC 13544407 Sep 15 2015 - Sep 16 2015 NB/SB Type: Location: Specific Location: City/State: QClobNo: Date: Direction: Comments:

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Date: Start Time				2 Axle Long			3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi			Not Classified	Total
	12:00 AM	0	40	6	0	1	0	0	0		1	0	0	0	2	62
	1:00 AM	0	36	5	0	1	0	0	1	14	0	0	0	0	0	57
	2:00 AM	0	31	7	0	0	0	0	1	8	0	0	1	0	0	48
		-			-	-	-		=	-	-	-	_	-	-	
	3:00 AM	0	24	7	1	0	0	0	0	9	0	1	0	0	0	42
	4:00 AM	1	41	8	0	1	2	0	0			0		0	0	61
	5:00 AM	3	86	40	1	7	5	0	0	13	0	0	0	0	1	156
	6:00 AM	4	261	67	3	14	14	0	5	18	0	0	0	1	20	407
	7:00 AM	3	506	182	4	40	10	9	4	28	1	0	0	0	46	833
	8:00 AM	8	426	139	5	23	14	9	11	36	1	0	0	0	35	707
	9:00 AM	11	442	136	3	35	21	11	5			1	0	0	41	745
	10:00 AM	12	422	146	6	36	26	0	7	39	0	1	0	0	42	737
												0	0	2		
	11:00 AM	6	505 546	135 182	8	27 21	13 19	6 11	5	48 43	0	0	0	0	41 55	796 898
	12:00 PM	12							_		-	-	-	-		
	1:00 PM	9	559	156	12	32	23	6	9	33	2	0	0	0	77	918
	2:00 PM	8	501	198	10	42	19	6	7	34	0	0	0	0	53	878
	3:00 PM	7	497	207	7	48	14	3	6	27	2	0	0	0	54	872
	4:00 PM	15	624	179	7	23	8	0	4	31	1	0	0	0	52	944
	5:00 PM	9	667	179	0	15	10	6	5	26	0	0	0	0	57	974
	6:00 PM	18	506	129	2	24	5	0	5	20	0	0	0	0	44	753
	7:00 PM	4	467	135	4	8	7	0	2	23	0	0	0	0	33	683
	8:00 PM	5	288	101	3	21	6	1	1	16		0	0	0	20	462
		2			1		2	0		12		0	0	0		287
	9:00 PM		184	69		11			1						5	
	10:00 PM	0	121	21	0	1	0	0	0			0		0	4	166
	11:00 PM	0	86	6	0	2	0	0	1	10		0		0	3	109
Day Total		137	7866	2440	81	433	218	68	85	565	9	3	2	3	685	12595
Percent		1.10%	62.50%	19.40%	0.60%	3.40%	1.70%	0.50%	0.70%	4.50%	0.10%	0.00%	0.00%	0.00%	5.40%	
ADT		12595														
AM Peak		10:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	10:00 AM	9:00 AM	8:00 AM	11:00 AM	12:00 AM	3:00 AM	2:00 AM	11:00 AM	7:00 AM	7:00 AM
Volume		12	506	182	8	40	26	11	11	48		1		2	46	833
volunic		12	500	102		40	20			40	-		-	-	40	033
DA A D I		C:00 PM	F-00 DM	2.00 014	4.00.044	2.00.014	4.00.014	43.00.014	4.00.014	43.00 014	4.00.014		44.00.044		4.00 014	F-00 DM
PM Peak		6:00 PM	5:00 PM	3:00 PM	1:00 PM	3:00 PM		12:00 PM		12:00 PM			11:00 PM		1:00 PM	5:00 PM
Volume		18	667	207	12	48	23	11	9	43	2		1		77	974
'=====																
Date: Start Time	Si	ep 16 2015 Notorcycles	Cars &	2 Axle Long			3 Axle Single	4 Axle Single		5 Axle Double	>6 Axle Double	<6 Axle Multi			Not Classified	Total
Date:	Si	ep 16 2015 Notorcycles	Cars &	2 Axle Long			3 Axle Single 2	Single	<5 Axle Double	Double	>6 Axle Double	<6 Axle Multi 0	6 Axle Multi 0	Multi		
Date:	Si M 12:00 AM	ep 16 2015 Notorcycles	Cars & Trailer 48	Long 10	2	6 Tire 1	Single	Single 0	Double	Double 14	Double 0	Multi	Multi	Multi 0	Classified	78
Date:	12:00 AM 1:00 AM	ep 16 2015 Notorcycles	Cars & Trailer 48 45	Long 10 11	2	6 Tire 1 1	Single 2	Single 0 0	Double 0 0	Double 14 12	Double 0	Multi 0 0	Multi 0 0	Multi 0 0	Classified 0 0	78 70
Date:	12:00 AM 1:00 AM 2:00 AM	ep 16 2015 Notorcycles	Cars & Trailer 48 45 32	Long 10 11 5	2 0	6 Tire 1 1 0	Single 2 1 0	Single 0 0 0	Double 0 0 0	Double 14 12 15	Double 0 0 0	Multi 0 0 0	Multi 0 0 0	Multi 0 0 0	Classified 0 0 1	78 70 54
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM	ep 16 2015 Motorcycles	Cars & Trailer 48 45 32 35	Long 10 11 5 9	2 0 0 2	6 Tire 1 1 0 1	Single 2 1 0 2	Single 0 0 0 0 0	Double 0 0 0 1	Double 14 12 15 11	Double 0 0 0 0 0	Multi 0 0 0 0 0 0	Multi 0 0 0 0 0	Multi 0 0 0 0 0	Classified 0 0 1 1	78 70 54 62
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM	ep 16 2015 Motorcycles 1 0 1 0	Cars & Trailer 48 45 32 35 42	Long 10 11 5 9 15	2 0 0 2	6 Tire 1 1 0 1 3	Single 2 1 0 2 5	Single 0 0 0 0 0 0 0 0	Double 0 0 0 1 0 0	Double 14 12 15 11 18	Double 0 0 0 0 0 1	Multi 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0	Classified 0 0 1 1	78 70 54 62 87
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 1	Cars & Trailer 48 45 32 35 42 85	Long 10 11 5 9 15 30	2 0 0 2 1 2	6 Tire 1 1 0 1 3 6	Single 2 1 0 2 5 3	Single 0 0 0 0 0 0 1	Double 0 0 0 1 0 0 3	Double 14 12 15 11 18 22	Double 0 0 0 0 0 1 0 0	Multi 0 0 0 0 0 0 0 1	Multi 0 0 0 0 0 0 0 1	Multi 0 0 0 0 0	Classified 0 0 1 1 1 1	78 70 54 62 87 156
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 4	Cars & Trailer 48 45 32 35 42 85 265	Long 10 11 5 9 15 30 81	2 0 0 2 1 2 3	6 Tire 1 1 0 1 3 6 22	Single 2 1 0 2 5 3 4	Single 0 0 0 0 0 0 0 1 0 0	Double 0 0 0 1 1 0 3 3 2	Double 14 12 15 11 18 22 29	Double 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 1 0 0 0	Multi 0 0 0 0 0 0 0 1 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 1 1 1	78 70 54 62 87 156 421
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 1	Cars & Trailer 48 45 32 35 42 85	Long 10 11 5 9 15 30	2 0 0 2 1 2	6 Tire 1 1 0 1 3 6	Single 2 1 0 2 5 3	Single 0 0 0 0 0 0 1	Double 0 0 0 1 0 0 3	Double 14 12 15 11 18 22 29	Double 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 1	Multi 0 0 0 0 0 0 0 1 0 0	Multi 0 0 0 0 0	Classified 0 0 1 1 1 1	78 70 54 62 87 156
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 4	Cars & Trailer 48 45 32 35 42 85 265	Long 10 11 5 9 15 30 81	2 0 0 2 1 2 3	6 Tire 1 1 0 1 3 6 22	Single 2 1 0 2 5 3 4	Single 0 0 0 0 0 0 0 1 0 0	Double 0 0 0 1 1 0 3 3 2	Double 14 12 15 11 18 22 29	Double 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 1 0 0 0	Multi 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0	0 0 1 1 1 1 1	78 70 54 62 87 156 421
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 1 1 4 5 5	Cars & Trailer 48 45 32 35 42 85 265 506	Long 10 11 5 9 15 30 81 188	2 0 0 2 1 2 3	6 Tire 1 1 0 1 3 6 22 38	Single 2 1 0 2 5 3 4 12 8	Single 0 0 0 0 0 0 1 0 0 7	Double 0 0 0 0 1 0 0 3 2 9	Double 14 12 15 11 18 22 29 26	Double 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 1 1 1 1 1 35 32	78 70 54 62 87 156 421 833
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 7:00 AM 8:00 AM 9:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 4 5 18	Cars & Trailer 48 45 32 35 42 85 265 506 420	Long 10 11 5 9 15 30 81 188 146 158	2 0 0 2 1 2 3 7 10 8	6 Tire 1 1 0 1 3 6 22 38 39 19	Single 2 1 0 2 5 3 4 12 8 16	Single 0 0 0 0 0 0 1 0 0 7 15 10	Double 0 0 0 0 1 1 0 3 3 2 9 12 7	Double 14 12 15 11 18 22 29 26 45 46	Double 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 1 1 1 1 1 35 32 32	78 70 54 62 87 156 421 833 732 726
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 7:00 AM 8:00 AM 9:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 4 5 18	Cars & 48 48 45 32 35 42 85 265 506 420 412 400	Long 10 11 5 9 15 30 81 188 146 158 192	2 0 0 2 1 2 3 7 10 8	6 Tire 1 1 0 1 3 6 22 38 39 19 45	Single 2 1 0 2 5 3 4 12 8 16 21	Single 0 0 0 0 0 0 1 0 0 7 15 10 10 10	Double 0 0 0 0 1 1 0 0 3 3 2 9 12 7 13	Double 14 12 15 11 18 22 29 26 45 46 51	Double 0 0 0 0 0 1 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 11 35 32 32 35	78 70 54 62 87 156 421 833 732 726 781
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 7:00 AM 8:00 AM 9:00 AM 10:00 AM	ep 16 2015 Motorcycles 1 0 1 0 1 1 4 5 5 18 8 8	Cars & Trailer 48 45 32 35 42 85 506 420 412 400 449	Long 10 11 5 9 15 30 81 188 146 158 192 164	2 0 0 2 1 2 3 7 10 8 6	6 Tire 1 0 1 3 6 22 38 39 19 45 45	Single 2 1 0 2 5 3 4 12 8 16 21 17	Single 0 0 0 0 0 0 0 1 1 0 7 15 10 10 5	Double 0 0 0 0 1 0 0 3 3 2 9 12 7 13 9	Double 14 12 15 11 18 22 29 26 45 46 51 41	Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 0 0 0 0 0 0 0 1 1 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 11 35 32 32 35 69	78 70 54 62 87 156 421 833 732 726 781 814
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 7:00 AM 9:00 AM 10:00 AM 11:00 AM 11:00 AM	ep 16 2015 //otorcycles 1 0 1 1 1 1 4 4 5 5 18 8 8 8	Cars & Trailer 48 45 32 35 42 85 506 420 440 449 537	Long 10 11 5 9 15 30 81 188 146 158 192 164 190	2 0 0 2 1 2 3 7 10 8 6 6	6 Tire 1 1 0 1 3 6 22 38 39 19 45 45 37	Single 2 1 0 0 2 5 3 4 4 12 8 16 21 17 21 21	Single 0 0 0 0 0 0 0 1 0 0 1 1 1 1 1 1 1 1 1	Double 0 0 0 0 1 1 0 0 3 3 2 2 9 122 7 7 13 9 9 9	Double 14 12 15 11 18 22 29 26 45 46 51 41 53	Double 0 0 0 0 0 1 1 0 0 0 0 0 0 1 1 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 11 35 32 32 35 69 62	78 70 54 62 87 156 421 833 732 726 781 814
Date:	12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM 6:00 AM 8:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM	ep 16 2015 Aotorcycles 1 0 1 1 0 0 1 1 1 4 5 5 5 5 188 8 8 8 77	Cars & Trailer 48 45 32 35 42 85 506 420 412 400 449 537 587	Long 10 11 5 9 15 30 81 188 146 158 199 164 190 187	2 0 0 2 1 1 2 3 3 7 10 8 6 6 12 12	6 Tire 1 1 0 0 1 1 3 6 6 22 38 39 19 45 5 37 17	Single 2 1 0 0 2 2 3 4 12 8 16 21 17 21 17	Single 0 0 0 0 0 0 0 0 1 1 0 0 1 1 1 1 1 1 1	Double 0 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0 0	Double 14 12 15 11 18 22 29 26 45 46 51 411 53 35	Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 35 32 32 35 69 62 57	78 70 54 62 87 156 421 833 732 726 781 814 955 941
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Date: Start Time	12:00 AM 1:00 AM 2:00 AM 3:00 AM 5:00 AM 5:00 AM 6:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 2:00 PM 3:00 PM 5:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 Aotorcycles 1 0 1 1 1 4 5 5 18 8 8 177 13 9 7 11 6 10 2 2 2 1 1 0 132 1.00%	Cars & Trailer 48 45 32 35 422 85 265 506 420 412 400 537 527 538 551 635 496 470 358 205 112 103 7858 60.80%	Long 10 11 15 9 15 30 81 188 146 158 192 164 190 187 242 242 185 209 178 133 98 62 26 27 2681 20.70%	2 0 0 2 1 1 2 3 3 7 10 8 6 6 6 12 12 13 9 9 4 2 1 1 4 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6 Tire 1 1 0 1 3 6 22 38 39 19 45 45 37 17 50 33 27 24 10 17 10 8 7 4 4 464 3.60%	Single 2 1 0 2 5 3 4 12 8 16 21 17 25 20 9 5 6 3 3 3 2 0 1.60%	Single 0 0 0 0 0 0 0 1 1 1 1 5 1 1 1 1 1 1 1 1	Double 0 0 0 1 0 3 3 2 9 12 7 7 13 9 9 8 10 7 2 4 0 0 2 2 11 110 0.90%	Double 14 12 15 11 18 22 29 26 45 46 51 41 53 35 37 30 25 22 18 15 9 11 7 603 4.70%	Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 11 11 11 35 32 32 32 35 69 62 57 75 66 60 47 25 27 11 9 3 1 661 5.10%	78 70 54 62 87 156 421 833 732 726 781 814 955 941 996 909 900 928 703 675 492 302 166 145 12926
Date: Start Time Day Total Percent ADT AM Peak	12:00 AM 1:00 AM 2:00 AM 3:00 AM 5:00 AM 5:00 AM 6:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 2:00 PM 3:00 PM 5:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 Aotorcycles 1 0 1 1 0 1 1 4 5 5 188 8 8 17 13 9 7 11 6 10 2 2 2 1 1 0 132 1.00%	Cars & Trailer 48 45 45 32 355 42 85 506 420 412 400 449 537 587 527 538 551 635 496 470 358 60.80%	Long 10 111 5 9 15 30 81 188 146 1588 192 164 190 187 242 21 185 209 178 135 133 98 62 27 2681 20.70%	2 0 0 2 1 1 2 3 7 7 10 8 6 6 6 12 12 13 9 9 4 2 1 1 1 0 0 2 1 1 1 1 1 0 0 1 1 1 1 0 0 1 1 1 1	6 Tire 1 1 1 0 0 1 1 1 3 6 6 22 2 38 8 39 19 45 45 37 17 50 0 33 27 24 4 10 17 10 8 8 7 7 4 464 3.60% 10:00 AM	2 1 0 0 2 5 3 3 4 4 12 8 8 166 21 177 25 5 6 6 3 3 3 3 3 2 2 0 0 205 1.60%	Single 0 0 0 0 0 0 0 1 1 0 0 1 1 1 1 1 1 1 1	Double 0 0 0 1 0 3 2 9 12 7 13 9 8 8 10 7 2 2 4 0 0 2 11 110 0.90%	Double 14 12 15 11 18 22 29 26 45 46 51 41 53 35 37 30 25 22 18 15 9 11 11 7 603 4.70%	Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 1 11 35 32 35 69 62 57 75 66 60 47 75 75 66 51 10 11 11 11 11 11 11 11 11	78 70 54 62 87 156 421 833 732 726 781 814 955 941 990 900 928 703 675 492 302 166 145 12926
Date: Start Time Day Total Percent ADT AM Peak Volume	12:00 AM 1:00 AM 2:00 AM 3:00 AM 5:00 AM 5:00 AM 6:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 2:00 PM 3:00 PM 5:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 Aotorcycles 1 0 1 1 1 1 4 5 5 18 8 8 17 7 13 9 7 7 11 6 10 2 2 2 1 0 0 1322 1.00% 12926	Cars & Trailer 48 45 32 35 422 85 265 506 420 412 400 537 527 538 5112 103 7858 60.80%	Long 10 11 15 9 15 30 81 188 146 158 192 164 190 187 242 242 185 209 178 133 98 62 26 27 2681 20.70%	2 0 0 0 2 2 1 1 2 2 3 3 7 10 8 6 6 6 122 12 13 9 9 4 1 1 0 0 2 2 1 1 108 0.80% 8:00 AMM	6 Tire 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Single 2 1 1 0 0 2 2 5 3 3 4 4 122 8 8 16 6 21 17 21 17 25 20 9 5 6 6 3 3 3 2 2 0 0 5 1.60% 10:00 AMM	Single 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 1 1 1 0 1	Double 0 0 0 1 0 3 3 2 9 12 7 7 13 9 9 8 10 0 2 1 11 0 0 9 10:00 AM 13	Double 14 12 15 11 18 22 29 26 45 46 51 41 53 35 37 30 25 22 18 15 9 11 17 603 4.70%	Double 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 11 11 35 32 32 32 35 69 62 57 75 66 60 47 25 27 11 9 3 1 661 5.10%	78 70 54 62 87 156 421 833 732 726 781 814 955 941 996 909 900 928 703 675 492 302 166 145 12926
Date: Start Time Day Total Percent ADT AM Peak Volume PM Peak	12:00 AM 1:00 AM 2:00 AM 3:00 AM 5:00 AM 5:00 AM 6:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 2:00 PM 3:00 PM 5:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 Aotorcycles 1 0 1 1 1 1 4 5 5 188 8 8 177 13 9 7 111 6 10 2 2 2 1 1 03 132 1.00% 12926	Cars & Trailer 48 45 45 32 35 542 85 506 420 410 449 537 587 527 538 551 635 640 470 3588 60.80% 7:00 AM 506 5:00 PM	Long 10 111 5 9 15 30 81 188 146 1588 192 164 190 187 242 185 209 178 135 133 98 62 266 27 2681 20.70%	2 0 0 0 0 2 2 1 1 2 2 3 3 7 7 10 0 8 8 6 6 6 12 2 12 13 3 9 4 4 2 2 1 1 4 4 1 1 0 0 2 2 1 108 0.80% 8:00 AM 10 2:00 PM	6 Tire 1 1 1 0 0 1 1 1 3 6 6 22 2 38 39 19 45 45 37 7 17 50 0 33 27 24 4 10 17 10 8 8 7 4 464 3.60% 10:00 AM 45 2:00 PM	2 1 0 2 2 5 3 3 4 4 12 8 8 166 21 177 25 5 6 6 3 3 3 2 2 0 205 1.60% 10:00 AM 21 2:00 PM	Single 0 0 0 0 1 1 0 7 15 10 10 5 17 8 7 13 2 1 0 0 0 0 0 0 0 5 0 7 13 13 13 10 10 10 10 10 10 10 10 10 10 10 10 10	Double 0 0 0 1 0 3 2 9 12 7 13 9 8 8 10 7 2 2 4 0 2 2 1 110 0.90%	Double 14 12 15 11 18 22 29 26 45 46 51 41 53 35 37 30 25 22 18 15 9 11 11 7 603 4.70%	Double 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 1 1 1 1 1 1 1 1 1 35 32 35 69 62 57 75 66 60 47 7 25 27 11 9 3 1 661 5.10% 11:00 AM 69 2:00 PM	78 70 54 62 87 156 421 833 732 726 781 814 995 909 900 928 703 675 492 302 166 145 12926
Date: Start Time Day Total Percent ADT AM Peak Volume	12:00 AM 1:00 AM 2:00 AM 3:00 AM 5:00 AM 5:00 AM 6:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM 2:00 PM 3:00 PM 5:00 PM 6:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM 8:00 PM	ep 16 2015 Aotorcycles 1 0 1 1 1 1 4 5 5 18 8 8 17 7 13 9 7 7 11 6 10 2 2 2 1 0 0 1322 1.00% 12926	Cars & Trailer 48 45 32 35 422 85 265 506 420 412 400 537 527 538 5112 103 7858 60.80%	Long 10 11 15 9 15 30 81 188 146 158 192 164 190 187 242 242 185 209 178 133 98 62 26 27 2681 20.70%	2 0 0 0 2 2 1 1 2 2 3 3 7 10 8 6 6 6 122 12 13 9 9 4 1 1 0 0 2 2 1 1 108 0.80% 8:00 AMM	6 Tire 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Single 2 1 1 0 0 2 2 5 3 3 4 4 122 8 8 16 6 21 17 21 17 25 20 9 5 6 6 3 3 3 2 2 0 0 5 1.60% 10:00 AMM	Single 0 0 0 0 0 0 0 1 1 0 0 0 1 1 1 0 0 1 1 1 0 1	Double 0 0 0 1 0 3 3 2 9 12 7 7 13 9 9 8 10 0 2 1 11 0 0 9 10:00 AM 13	Double 14 12 15 11 18 22 29 26 45 46 51 41 53 35 37 30 25 22 18 15 9 11 11 7 603 4.70%	Double 0 0 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Multi 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Classified 0 0 1 1 1 1 11 11 35 32 32 32 35 69 62 57 75 66 60 47 25 27 11 9 3 1 661 5.10%	78 70 54 62 87 156 421 833 732 726 781 814 955 941 996 909 900 928 703 675 492 302 166 145 12926

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SUMMARY:																	
Date:	Sep 15 2015 -	Sep 16 201	15														
	Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total		
		Trailer	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classified	d		
Grand Total	269	15724	4 5121	189	897	423	164	195	1168	14	5	:	3	3 134	46 25521	Avg. ADT 12761	
Percent	1.10%	61.60%	6 20.10%	0.70%	3.50%	1.70%	0.60%	0.80%	4.60%	0.10%	0.00%	0.009	6 0.00	9% 5.30	1%		
ADT	12760)															
Percent x Not Classified	15	829	9 271	9	47	23	8	11	62	. 1	C) ()	0		All other vehicles	87%
Final Percent	1.11%	64.86%	6 21.13%	0.78%	3.70%	1.75%	0.67%	0.81%	4.82%	0.06%	0.02%	0.019	6 0.01	.%		Trucks	13%

 Type:
 Vehicle Classification Data

 Location:
 SC-341 SE of US-15 (N of Cousar St)

 Specific Location:
 SC-341 SE of US-15 (N of Cousar St)

 City/State:
 Bishopwille
 SC

 QCJobNo:
 13544406
 Date:
 Sep 15 2015 - Sep 16 2015

 Direction:
 EB/WB

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Date: Start Time	Sep 15 2015 Motorcycles		2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total	
12:00 AM	(Trailer	Long 6	2	6 Tire 0	Single 0	Single 0	Double 0	Double 0	Double 0	Multi 0	Multi 0	Multi 0	Classified 0		8
12:15 AM	(6	0	0	0	0	0	0			0	0	0		7
12:30 AM 12:45 AM	(6 8	1	0	0	0	0	0	0		0	0	0		8 10
1:00 AM	(4	1	0		0	0	0			0	0	0		5
1:15 AM			4	2	0	0	0	0	0	1		0	0	0		7
1:30 AM	(1	1	0		0	0	0			0	0	0		2
1:45 AM 2:00 AM	(3	0	0	0	0	0	0	0		0	0	0		1 3
2:15 AM			3	0	0	0	0	0	0			0	0	0		3
2:30 AM	(5	0	0		0	0	0			0	0	0		5
2:45 AM 3:00 AM	(5 3	1	0	0	0	0	0	0		0	0	0		9 5
3:15 AM			2	0	0	0	0	0	0	0		0	0	0		2
3:30 AM	(4	1	0		0	0	0			0	0	0		6
3:45 AM 4:00 AM	(5	1	0	0	0	0	1			0	0	0		9
4:15 AM	(2	3	0		0	0	0			0	0	0		5
4:30 AM			7	3	0	0	0	0	0			0	0	0		10
4:45 AM 5:00 AM	(12 7	3	0	0	0	0	0			0	0	0		17 11
5:15 AM	(10	3	0		0	0	1			0	0	0		18
5:30 AM	() 2	20	5	0	1	0	0	0	3	0	0	0	0		29
5:45 AM	(23	3 4	0		0	0	0			0	0	0		29
6:00 AM 6:15 AM	(26 32	5	0		1	0	0			0	0	1		32 46
6:30 AM			34	15	0		0	1	0			1	0	0		54
6:45 AM	(14	11	0	2	0	0	1			2	0	0		61
7:00 AM 7:15 AM			53 59	10 14	0	4	0	0	0	4 3		2	0	1		75 82
7:30 AM	() 8	30	11	0	3	2	1	0	2	0	0	0	0		99
7:45 AM	(95	26	0		2	0	3	2		6	0	1		140
8:00 AM 8:15 AM	(73 56	19 18	0		0	0	0			6 1	0	0		107 88
8:30 AM	() 4	18	24	0	2	1	2	1	2		1	0	0		81
8:45 AM	(39	17	0		0	0	0			2	0	1		62
9:00 AM 9:15 AM	(15 54	12 16	0	0	0	0	0	4 7		0	0	0		65 78
9:30 AM			18	20	0	1	1	0	0			4	0	0		79
9:45 AM	(13	17	0		1	0	1	5		3	0	2		74
10:00 AM 10:15 AM	(32 53	27 21	0	1	0	0	0			2	0	0		67 80
10:30 AM	(56	34	0	1	2	0	2			1	0	1		100
10:45 AM			56	19	0		0	0	0			1	0	1		80
11:00 AM 11:15 AM	1		17 13	27 22	0	0	1	0	0			5 2	0	3 1		87 77
11:30 AM	(52	18	0		0	0	1	2		3	0	0		88
11:45 AM			51	17	0		1	0	0			4	0	0		79
12:00 PM 12:15 PM			72 53	25 16	0	0	0	0	0			1 6	0	0		102 83
12:30 PM			14	19	0		0	1	1			5	0	1		74
12:45 PM			56	18	0		1	0	2			1	0	1		81
1:00 PM 1:15 PM			57 58	22 24	0	0	0	1	0	0		1	0	2		88 89
1:30 PM				23	0		0	1	2			2	0	0		89
1:45 PM			58	21	0	1	0	0	0	2		3	0	0		96
2:00 PM 2:15 PM			53 76	20 15	0	8	0	1	0			3	0	0		97 105
2:30 PM			56	23	0		0	0	1			4	0	0		89
2:45 PM			57	25	0	1	2	0	2			4	1	1		108
3:00 PM 3:15 PM			71 70	35 19	0	1	0	0	1	2		4 2	0	3 0		117 97
3:30 PM				23	0	2	0	0	2			6	0	2		137
3:45 PM			32	19	0	0	0	0	0			1	0	0		102
4:00 PM 4:15 PM				24 27	0	3	0	1	2			4 2	0	0		112 121
4:30 PM				12	0		1	0	0			5	0	2		100
4:45 PM	(14	0		0	0	2			3	0	0		97
5:00 PM				31 15	0		0	1 0	1			3	0	0		118 91
5:15 PM 5:30 PM				15	0		0	2	1			4	0	1		92
5:45 PM	1	1 7	75	20	0	1	0	0	1	1	0	6	0	0		105
6:00 PM			79 70	20	0		0	0	0			3 4	0	1 0		105
6:15 PM 6:30 PM				15 14	0		0	0	0			2	0	0		93 76
6:45 PM	() 3	39	15	0	0	0	0	0	2	0	0	0	0		56
7:00 PM			18	14	0		0	0	1			1	0	0		67
7:15 PM 7:30 PM				17 13	0		0	1	1			2	0	0		76 61
7:45 PM	() 6	55	12	0	0	0	1	0	2	1	4	1	0		86
8:00 PM			52	9	0	0	0	0	0			2	0	1		65
8:15 PM 8:30 PM			17 31	8 6	0		0	0	0			0	0	1 0		57 39
8:45 PM			23	4	0		0	0	0			0	0	0		29

9:00 PM	1	15	8	0	1	1	0	0	2	0	1	0	1	30
9:15 PM	0	21	6	0	0	0	0	0	1	0	1	0	0	29
9:30 PM	1	27	5	0	1	0	0	0	0	0	0	0	0	34
9:45 PM	0	19	2	0	0	0	0	0	0	0	0	0	0	21
10:00 PM	0	22	4	0	0	0	0	0	2	0	0	0	0	28
10:15 PM	0	12	5	0	0	0	0	0	1	0	0	0	0	18
10:30 PM	1	15	3	0	0	0	0	0	0	0	1	0	0	20
10:45 PM	0	10	2	0	0	0	0	0	0	0	0	0	0	12
11:00 PM	0	14	3	0	0	0	0	0	1	0	0	0	0	18
11:15 PM	0	14	1	0	0	0	0	0	1	0	1	0	0	17
11:30 PM	0	16	0	0	0	0	0	0	0	0	0	0	0	16
11:45 PM	0	9	3	0	0	0	0	0	0	0	0	0	0	12
Day Total	21	3827	1155	0	74	29	16	42	169	12	162	7	40	5554
Percent	0.40%	68.90%	20.80%	0.00%	1.30%	0.50%	0.30%	0.80%	3.00%	0.20%	2.90%	0.10%	0.70%	
ADT	5554													
AM Peak	11:15 AM	7:45 AM	10:30 AM		7:00 AM	7:30 AM	8:30 AM	7:45 AM	9:15 AM	6:30 AM	7:45 AM	9:00 AM	11:00 AM	7:45 AM
Volume	2	95	34		4	2	2	3	7	1	6	1	3	140
PM Peak	1:30 PM	3:30 PM	3:00 PM		2:15 PM	12:15 PM	5:30 PM	4:00 PM	2:00 PM	12:15 PM	12:15 PM	12:15 PM	1:00 PM	3:30 PM
Volume	2	100	35		8	3	2	4	6	1	6	1	3	137

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Date:	Sep 16 2015															
Start Time	Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total	
12:00 AM	1 (5	0	0	0	0	0	0	1	0	0	0	0		
12:15 AM			8	2	0	0	0	0	0	1	0	0	0	0		11
12:30 AM			5	2	0	0	0	0	0	0	0	0	0	0		7
12:45 AM			7	3	0	0	0	0	0	0	0	0	0	0		10
1:00 AM 1:15 AM			7 3	2 4	0	0	0	0	0	2	0	0	0	0		10
1:30 AM			3	2	0	0	0	0	0	1	0	0	0	0		6
1:45 AM			4	1	0	0	0	0	0	0	0	0	0	0		9
2:00 AM	1 ()	0	0	0	0	0	0	0	0	0	0	0	0		C
2:15 AM			1	2	0	0	0	0	0	1	0	0	0	0		4
2:30 AM			0	0	0	0	0	0	0	0	0	0	0	0		0
2:45 AM 3:00 AM			1	0	0	0	0	0	0	0	0	0	0	0		1
3:15 AM			1	0	0	0	0	0	0	1	0	0	0	0		2
3:30 AM			2	3	0	0	0	0	0	1	0	0	0	0		6
3:45 AM	1 ()	4	0	0	0	0	0	1	0	0	0	0	0		5
4:00 AM			4	0	0	0	0	0	0	0	0	0	0	0		4
4:15 AM			3 4	2	0	0	0	0	0	1	0	0	0	0		7
4:30 AM 4:45 AM			11	1 5	0	1	0	0	0	0	0	0	0	0		5 19
5:00 AM			5	4	0	0	0	0	0	0	0	0	0	0		9
5:15 AM	1 ()	13	3	0	1	0	0	0	3	0	0	0	0		20
5:30 AM			15	4	0	0	0	0	0	2	0	0	0	0		21
5:45 AM			25	5	0	2	0	0	0	2	0	1	0	0		35
6:00 AM			28	6	0	1	0	0	0	0	0	1	0	0		36
6:15 AM 6:30 AM			30 34	6 10	0	0	0	0	1	1	0	2	0	3		41 51
6:45 AM			45	15	0	3	0	0	1	6	0	1	0	1		72
7:00 AM			54	9	0	2	0	0	1	1	0	3	0	0		70
7:15 AM	1 ()	63	20	0	1	1	1	3	5	1	3	0	1		99
7:30 AM			72	10	0	2	1	0	0	3	0	2	0	1		91
7:45 AM			01	24	0	5	0	3	0	0	0	4	0	1		138
8:00 AM 8:15 AM			75 61	14 17	0	0	0	1	0	0	0	0	0	0		93 86
8:30 AM			59	31	0	2	0	0	1	3	0	1	0	0		97
8:45 AM			45	20	0	3	0	0	0	4	0	1	0	0		73
9:00 AM	1 ()	47	23	0	3	1	0	1	3	0	3	0	0		81
9:15 AM			39	20	0	0	0	0	0	0	0	1	0	0		60
9:30 AM			28	11	0	0	1	0	0	4	1	4	0	0		49
9:45 AM 10:00 AM			53 53	20 22	0	1	0	0	0	4	0	2	0	2		84 82
10:15 AM			46	24	0	1	1	0	1	3	0	1	0	1		78
10:30 AM			41	32	0	1	1	0	0	2	0	1	0	0		78
10:45 AM			41	20	0	0	0	0	0	2	0	3	0	1		68
11:00 AM			54	19	0	0	0	1	0	1	0	2	0	0		77
11:15 AM			53	17	0	0	0	0	1	2	0	1	0	0		74
11:30 AM 11:45 AM			63 70	22 27	0	0	0	0	0	5 2	0	0	0	0		99 100
12:00 PM			56	21	0	0	0	0	5	2	1	4	0	3		95
12:15 PM			62	17	0	1	1	0	0	1	0	0	0	0		82
12:30 PM	1 1		62	15	0	0	0	0	0	1	0	5	0	0		84
12:45 PM			63	19	0	2	1	0	2	4	0	6	1	0		98
1:00 PM			66	22	0	2	1	0	0	2	0	2	0	2		97
1:15 PM 1:30 PM			54 57	22 14	0	0	0	0	0	3	0	5 1	0	1		90 77
1:45 PM			56	18	0	0	1	0	1	2	0	4	0	0		82
2:00 PM			51	17	0	4	0	0	1	0	0	2	0	1		76
2:15 PM	1 ()	69	22	1	1	0	0	0	2	1	5	0	0		101
2:30 PM			77	23	0	4	1	1	1	1	0	5	1	0		114
2:45 PM			45	24	0	1	0	0	2	4	1	4	0	0		82
3:00 PM 3:15 PM			69 86	22 27	0	0	1	0	0	5	0	3	0	0		100 119
3:30 PM			91	25	0	5	2	2	1	2	0	2	0	0		130
3:45 PM			77	24	0	1	1	0	1	0	1	2	0	0		107
4:00 PM			74	14	0	2	2	0	1	4	1	4	0	2		104
4:15 PM			61	18	0	2	2	0	0	2	0	8	0	2		95
4:30 PM			89	14	0	4	0	1	0	2	0	3	0	0		114
4:45 PM			72 79	16 27	0	0	0	0	2	1 2	0	1 9	0	0		94
5:00 PM 5:15 PM			79 56	17	0	0	1	1	1	8	0	2	1 0	2		122 89
5:30 PM			66	17	0	0	0	0	0	3	0	1	1	1		89
			69	15	0	0	0	1	0	1	0	7	0	0		93
5:45 PM																
6:00 PM	1 1		73	24	0	0	0	0	1	2	0	5 3	0	2		108 85

6:30 PM	0	56	11	0	0	0	1	2	0	0	2	0	0	72
6:45 PM	0	54	7	0	0	0	0	1	2	1	2	0	0	67
7:00 PM	0	45	9	0	1	0	0	0	1	0	0	0	0	56
7:15 PM	1	45	12	0	1	0	0	0	1	0	1	1	0	62
7:30 PM	2	51	15	0	0	1	0	0	0	0	0	0	0	69
7:45 PM	0	47	14	0	0	0	1	0	1	0	5	0	0	68
8:00 PM	0	54	10	0	0	0	0	1	0	0	2	0	0	67
8:15 PM	0	51	12	0	1	0	0	1	2	0	4	0	0	71
8:30 PM	0	58	12	0	0	0	0	0	1	0	1	0	0	72
8:45 PM	0	35	8	0	0	0	0	0	2	0	0	0	0	45
9:00 PM	0	23	5	0	0	0	0	0	0	0	0	0	0	28
9:15 PM	0	21	6	0	0	0	0	0	2	0	0	0	0	29
9:30 PM	0	21	8	0	0	0	0	0	0	0	0	0	0	29
9:45 PM	0	21	5	0	0	0	0	0	0	0	0	0	0	26
10:00 PM	0	19	7	0	0	0	0	0	1	0	0	0	0	27
10:15 PM	0	15	7	0	0	0	0	0	1	0	0	0	0	23
10:30 PM	0	16	1	0	0	0	0	0	1	0	0	0	0	18
10:45 PM	1	17	2	0	0	0	0	0	1	0	0	0	0	21
11:00 PM	0	20	3	0	0	0	0	0	0	0	1	0	0	24
11:15 PM	0	16		0	0	0	0	0	0	0	0	0	0	17
11:30 PM	0	13		0	0	0	0	0	0	0	0	0	0	15
11:45 PM	0	10		0	0	0	0	0	0	0	0	0	0	11
Day Total	19	3835	1158	2	70	27	20	43	151	9	155	6	34	5529
Percent	0.30%	69.40%	20.90%	0.00%	1.30%	0.50%	0.40%	0.80%	2.70%	0.20%	2.80%	0.10%	0.60%	
ADT	5529													
AM Peak	11:30 AM		10:30 AM		7:45 AM	8:15 AM	7:45 AM	7:15 AM	6:45 AM	7:15 AM		11:30 AM	6:30 AM	7:45 AM
Volume	2	101	32		5	2	3	3	6	1	4	1	3	138
	10.00.00		0.45.00	4 00 04 :	0.00.00:	0.00.00:		40.00.00		40.00.0::	F 00 D::	40.45.00	40.00.00	
PM Peak	12:00 PM	3:30 PM	3:15 PM	1:30 PM	3:30 PM	3:30 PM		12:00 PM		12:00 PM		12:45 PM		3:30 PM
Volume	3	91	27	1	5	2	2	5	8	1	9	1	3	130

SUMMARY:

Date:

Sep 15 2015 - Sep 16 2015

Motorcycles Cars & 2 Axle Buses 2 Axle 3 Axle 4 Axle <5 Axle 5 Axle >6 Axle <6 Axle 6 Axle >6 Axle >6 Axle Not Total

Trailer Long 6 Tire Single Single Double Double Double Multi Multi Multi Classified

40 7662 2313 2 144 56 36 85 320 21 317 13 74 11

0.40% 69.10% 20.90% 0.00% 1.30% 0.50% 0.30% 0.80% 2.90% 0.20% 2.90% 0.10% 0.70%

5541 Grand Total Percent ADT All other vehicles Trucks

Type: Vehicle Classification Data
Location: W Church St NW of US-15
Specific Location: W Church St NW of US-15
City/State: Bishopville SC
QClobNo: 13544413
Date: Sep 15 2015 - Sep 16 2015
Direction: EB/WB
Comments:

	Sep 15 2015	C 2	2.4.4.	D	2.4.4.	2.4.4.	a a.d.	-E Aud	E Aud		-C A- !	C Aud		N-4	T-4.1
art Time	Motorcycles	Cars & Trailer	2 Axle Long				4 Axle Single		5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0		4	0	0	0	0	0			0			0	
1:00 AM	0	9	2	0	0	0	0	0	0	0	1	. 0		0	
2:00 AM	0		0	0	0	0	0	0	1	0	0			0	
3:00 AM	0			0	0	0	0	1	0	0	0			0	
4:00 AM	0			0	0	0	0	1	0	0	0			0	
5:00 AM	0		9	0	3	0	0	1	0	0	1			0	
6:00 AM	0		21	0	5	0	0	0	2	0	1			0	-
7:00 AM	1			0	4	2	2	3	1	0	9			0	3
8:00 AM	0		48	0	1	2	1	8	5	1	8			2	
9:00 AM	2		54	0	1	3	0	1	5	0	7			1	
10:00 AM	1		62	0	3	0	0	1			7			2	
11:00 AM 12:00 PM	6		60	0	0	3	2	3	9	0	8			3 2	3
	4		67	0	0	0	1	1 2	3	0	10			4	2
1:00 PM 2:00 PM	0		51 60	0	2	2	1	2		1	13 16			6	3
3:00 PM								2		0					
4:00 PM	1		48 63	0	6 5	0	1	6	1	0	18 16			2 7	3
5:00 PM	2		64	0	1	0	5	1	3	0	11			1	3
6:00 PM	1		66	0	0	1	0	0		1	8			0	2
7:00 PM	0		44	0	0	0	2	1	3	0	6			0	2
8:00 PM	1		39	0	4	0	0	2	2	0	1			0	:
9:00 PM	0		18	0	0	0	0	0		0	1			0	
10:00 PM	0		8	0	0	0	1	0	0	0	1			0	
11:00 PM	1		4	0	0	0	0	0	0	0	0			0	
ay Total	25		857	0	36	13	20	36	45	4	143				46
ercent	0.50%		18.50%	0.00%	0.80%	0.30%	0.40%	0.80%	1.00%	0.10%	3.10%				-
DT	4631														
M Peak	11:00 AM	7:00 AM	10:00 AM		6:00 AM	9:00 AM	7:00 AM	8:00 AM	11:00 AM	8:00 AM	7:00 AM	8:00 AM	11:00 AN	И	7:00
olume	6	220	62		5	3	2	8	9	1	9	1		3	3
M Peak	12:00 PM	2.00 DM	12:00 PM		3:00 PM	2:00 PM	5:00 PM	4:00 PM	1:00 PM	1:00 PM	3:00 PM	12:00 PM	4:00 PN	Л	4:00
···· cun			12.001111												
olume	4	283	67		6	2	5	6	3	1	18			7	3
olume		283	67 2 Axle	Buses	6 2 Axle	2 3 Axle	5 4 Axle	6 <5 Axle	3 5 Axle	1 > >6 Axle	<6 Axle	6 Axle	>6 Axle	Not	3 Total
olume vate: tart Time	4 Sep 16 2015 Motorcycles	283 Cars & Trailer	2 Axle Long	Buses	6 2 Axle 6 Tire	2 3 Axle Single	5 4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	
olume ate: art Time 12:00 AM	4 Sep 16 2015 Motorcycles	283 Cars & Trailer	2 Axle Long	Buses 0	6 2 Axle 6 Tire	2 3 Axle Single	5 4 Axle Single 0	6 <s 0<="" axle="" double="" td=""><td>5 Axle Double</td><td>>6 Axle Double</td><td><6 Axle Multi</td><td>6 Axle Multi</td><td>>6 Axle Multi</td><td>Not Classified 0</td><td>Total</td></s>	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified 0	Total
ate: tart Time 12:00 AM 1:00 AM	4 Sep 16 2015 Motorcycles 0 0	Cars & Trailer	2 Axle Long 4	Buses 0 0	2 Axle 6 Tire 0	2 3 Axle Single 0	4 Axle Single	<5 Axle Double 0 0	5 Axle Double 0	>6 Axle Double	<6 Axle Multi 0	6 Axle Multi 0	>6 Axle Multi	Not Classified 0	Total
ate: :art Time 12:00 AM 1:00 AM 2:00 AM	4 Sep 16 2015 Motorcycles 0 0 0	Cars & Trailer	2 Axle Long 4 2	Buses 0 0 0	2 Axle 6 Tire 0 0	2 3 Axle Single 0 0	4 Axle Single 0 0	<5 Axle Double 0 0 0	5 Axle Double 0 1	>6 Axle Double	<6 Axle Multi 0 0	6 Axle Multi 0	>6 Axle Multi	Not Classified 0 0	Total
ate: tart Time 12:00 AM 1:00 AM 2:00 AM 3:00 AM	4 Sep 16 2015 Motorcycles 0 0 0 0	283 Cars & Trailer 16 13 5 7	2 Axle Long 4 2 0	Buses 0 0 0 0 0 0	2 Axle 6 Tire 0 0	2 3 Axle Single 0 0	4 Axle Single 0 0	<5 Axle Double 0 0 1	5 Axle Double 0 1 0	>6 Axle Double 0 0 0	<6 Axle Multi 0 0 0	6 Axle Multi 0 0	>6 Axle Multi	Not Classified 0 0 0	Total
ate: tart Time 12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM	4 Sep 16 2015 Motorcycles 0 0 0 0 0	283 Cars & Trailer 16 13 5 7	2 Axle Long 4 2 0 2	Buses 0 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0	2 3 Axle Single 0 0 0 1	4 Axle Single 0 0 0	<5 Axle Double 0 0 1 1	5 Axle Double 0 1 0 0	>6 Axle Double 0 0 0 0 0	<6 Axle Multi 0 0 0 0 0	6 Axle Multi 0 0 0	>6 Axle Multi	Not Classified 0 0 0 0	Total
ate: tart Time 12:00 AM 1:00 AM 2:00 AM 3:00 AM 4:00 AM 5:00 AM	4 Sep 16 2015 Motorcycles 0 0 0 0 0 0 0	283 Cars & Trailer 16 13 5 7 19 41	2 Axle Long 4 2 0 2 3	Buses 0 0 0 0 0 0 0 0	2 Axle 6 Tire 0 0 0 0	2 3 Axle Single 0 0 0 0 1 0 0	4 Axle Single 0 0 0 0	<5 Axle Double 0 0 1 1	5 Axle Double 0 1 0 0 0	>6 Axle Double 0 0 0 0	<6 Axle Multi 0 0 0 0 0 0	6 Axle Multi 0 0 0 0 0 0	>6 Axle Multi	Not Classified 0 0 0 0 0	Total
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SUMMARY:																	
Date:	Sep 15 2015 - S Motorcycles	Cars &	2 Axle	Buses					5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total		
Grand Total	47	Trailer 6731	Long 1693	3 1	6 Tire 74	Single 27	Single 35		Double 83	Double 7	Multi 7 264	Multi 4	Multi 9 54	Classified 4	9099		
Percent ADT	0.50% 4549	74.00%	18.60%	0.00%	0.80%	0.30%	0.40%	0.80%	0.90%	0.10%	6 2.90%	6 0.10%	6 0.60%	6		All other vehicles Trucks	93% 7%

 Type:
 Vehicle Classification Data

 Location:
 US-15 NE of SC-341

 Specific Location:
 US-15 NE of SC-3

 City/State:
 Bishopville SC

 QCJobNo:
 13544416

 Date:
 Sep 15 2015 - Sep 16 2015

 Direction:
 NB/SB

 Comments:
 NB/SB

tart Time	Sep 15 2015 Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total
	,	Trailer	Long		6 Tire	Single	Single	Double	Double		Multi	Multi	Multi	Classified	
12:00 AM	0			1	0	0	0	0	15	1	0				
1:00 AM	0	32		0	0	0	0	0	12	0	0				
2:00 AM	0			0	0	0	1	0	9	0	0				
3:00 AM 4:00 AM	0			0	1	0	0	0	13 9	0	1				
	0			0	0	3	0	0	25	0	3				
5:00 AM 6:00 AM	4	215		0	5	8	2	3	26	4	8				
	2	357		0	18	3	15			7					
7:00 AM 8:00 AM	0			0	5	10	10	5 4	43 48	2	43 15				
	3	289		0	9	10	13	5	40	2	17				
9:00 AM 10:00 AM	3	278		0	8	20	4	6	42	2					
11:00 AM	2			0	8	8	5	3		3					
12:00 PM	0			0	3	6	8	5	53 44	7	21 31				
1:00 PM	1	334		1	5	13	11	13	39	9	38				
2:00 PM	6	406		0	17	12	11	12	45	9	35				
	7	371		0	4	9	5	10		8					
3:00 PM 4:00 PM	3	371		1	7	4	1	5	29 27	3	31 43				
5:00 PM	5	397		0	3	1	10	9	31	6	36				
								-							
6:00 PM 7:00 PM	4	373 331		0	2	5 4	2	6 2	26 34	4	27 31				
8:00 PM	2			0	1	2	0	0		1	9				
9:00 PM	1	210 159		0	2	4	0	2	18 11	0	3				
10:00 PM	1	113		0	0	0	1	0	11	0	0				
				0	1	1	1	0	18	0					
11:00 PM	3	71 5207										-			
ay Total	49 0.50%	5397 60.40%		0.00%	102 1.10%	128 1.40%	103 1.20%	90 1.00%	669 7.50%	72 0.80%	410 4.60%				
ercent DT	8940	00.40%	17.70%	0.00%	1.10%	1.40%	1.20%	1.00%	7.50%	0.80%	4.00%	0.40%	3.40%		
√l Peak	6:00 AM			12:00 AM	7:00 AM	10:00 AM		10:00 AM		7:00 AM	7:00 AM				7:0
olume	4	357		1	18	20	15	6	53	7	43	5	31		
M Peak olume	3:00 PM 7	2:00 PM 406		1:00 PM 1	2:00 PM 17	1:00 PM 13	1:00 PM 11	1:00 PM 13	2:00 PM 45	1:00 PM 9	4:00 PM 43		12:00 PM 30		2:0
ato.	San 16 2015														
	Sep 16 2015 Motorcycles						4 Axle	<5 Axle	5 Axle		<6 Axle	6 Axle	>6 Axle	Not Classified	Total
		Trailer	Long				4 Axle Single	<5 Axle Double	Double	>6 Axle Double	<6 Axle Multi 0	Multi	Multi	Classified	Total
art Time 12:00 AM	Motorcycles 0	Trailer 43	Long 8	1	6 Tire 0	Single 1	Single 0	Double 0	Double 19	Double 0	Multi 0	Multi 0	Multi 0	Classified	Total
12:00 AM 1:00 AM	Motorcycles 0 0	Trailer 43 34	Long 8	1 0	6 Tire	Single 1 1	Single	Double	Double 19	Double	Multi 0	Multi 0 0	Multi 0 0	Classified	Total
art Time 12:00 AM	Motorcycles 0	Trailer 43 34 25	Long 8 7 4	1	6 Tire 0 0	Single 1	Single 0 0	Double 0 0	Double 19 13	Double 0 0	Multi 0 0	Multi 0 0 0	Multi 0 0	Classified	Total
12:00 AM 1:00 AM 2:00 AM	Motorcycles 0 0 1	Trailer 43 34 25 23	Long 8 7 4 6	1 0 0	6 Tire 0 0 0	Single 1 1 0	Single 0 0 0	Double 0 0 0	Double 19 13 17 14	Double 0 0 0	Multi 0 0 0	Multi 0 0 0 0 0	Multi 0 0 0 0 1	Classified	Total
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SUMMARY:																	
Date:	Sep 15 2015 -	Sep 16 201	.5														
	Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total		
		Trailer	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classified			
Grand Total	104	10650	3282	. 6	198	289	219	221	1345	130	836	5 6	609)	17956		
Percent	0.60%	59.30%	18.30%	0.00%	1.10%	1.60%	1.20%	1.20%	7.50%	0.70%	4.70%	0.40	% 3.40%	5		All other vehicles	78%
ADT	8978															Trucks	22%

Type: Vehicle Classification Data
Location: Bethune Hwy N of Airport
Specific Location: Bethune Hwy N of Airport
City/State: Bishopville SC
QClobNo: 13544423
Date: Sep 15 2015 - Sep 16 2015
Direction: NB/SB
Comments:

	Sep 15 2015 Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total
		Trailer	Long			Single	Single	Double	Double	Double	Multi	Multi	Multi	Classified	TOLAT
12:00 AM	0			1	0	0	0	0			C			0	1
1:00 AM	1			0	1	0	0	1	0		0			0	:
2:00 AM	0			0	0	0	0	1 2	1		0			0 0	:
3:00 AM 4:00 AM	0			0	0	0	0	1	5	0	0			0	
5:00 AM	1			0	0	0	0	0		1	d			0	
6:00 AM	0			0	5	3	0	0		0	2			0	1
7:00 AM	1		63	0	7	1	3	6		0	6			4	3
8:00 AM	1	92	29	0	3	1	5	5	19	0	1	. 0		0	1
9:00 AM	0	69	33	0	7	5	9	4	32	0	0	0		0	1
10:00 AM	1	. 72	31	0	4	10	0	6	18	0	2	. 0		3	1
11:00 AM	0			0	2	4	1	4	19	0	0			1	1
12:00 PM	1			1	4	4	7	4	20	0	0			0	:
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3:00 PM 4:00 PM	2		39 43	0	4	2	0	4 6	13 9	0	3			2 1	1
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olume	1	203	63	1	7	10	9	6	32	1	6			4	3
И Peak	4:00 PM	2:00 PM	5:00 PM	12:00 PM	12:00 PM	1:00 PM	12:00 PM	2:00 PM	2:00 PM	1:00 PM	2:00 PM	2:00 PM	2:00 PM	И	2:00
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ate:	Sep 16 2015 Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	2 Total
ate: art Time	Sep 16 2015 Motorcycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	
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SUMMARY:																
Date:	Sep 15 2015 - Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle			<6 Axle	6 Axle	>6 Axle	Not	Total		
Grand Total	26	Trailer 3520	Long 1160	. 4	6 Tire 99	Single 90	Single 56	Double 587	Double 12	Multi 46	Multi	Multi 4 2	Classified 9	5787		
Percent	0.40%				1.70%	1.60%			0.20%					3,0,	All other vehicles	81%
ADT	2893														Trucks	19%

Vehicle Classification Data US 15 S of Price Ln US 15 S of Price Ln Bishopville SC 13544422 Sep 15 2015 - Sep 17 2015 NB/SB Type: Location: Specific Location: City/State: QClobNo: Date: Direction: Comments:

Total Vol

Date: Start Time		Sep 15 2015 Motorcycles	Cars &	2 Axle	Buses 2	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total
				Long				Single	Double	Double	Double	Multi	Multi	Multi	Classified	
	12:00 AM	0	13	4		0	0		2			(
	1:00 AM	2	24	2		2	0	0	0			(
	2:00 AM	0	13	6		0	0		1			(
	3:00 AM	0	18	5	0	3	0		0			1				
	4:00 AM	1	26	8		1	1	0	2			(
	5:00 AM	0	63	25	2	8	2		4			1				
	6:00 AM 7:00 AM	1 2	164 274	48 76	3	21 29	4	0	3 11			3				
	8:00 AM	0	213	67	9	29	8		4			3				
	9:00 AM	4	184	76	5	24	6		3		0					
	10:00 AM	7	182	71	7	19	3	1	1							
	11:00 AM	5	188	53	10	26	4	2	9							
	12:00 PM	2	217	70		26	7	3	7						-	-
	1:00 PM	1	213	87	3	33	7	4	5	22	6	3				
	2:00 PM	3	261	99	14	20	9	3	4							
	3:00 PM	4	146	45	3	18	9		3			2) 5	2
	4:00 PM	0	0	0	0	0	0		0			(
	5:00 PM	0	0	0	0	0	0	0	0	0	0	() 0) 0	
	6:00 PM	0	0	0	0	0	0	0	0	0	0	(0		0	
	7:00 PM	0	0	0		0	0		0	0	0	Ċ	0			
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	9:00 PM	0	0	0	0	0	0	0	0	0	0	() 0		0	
	10:00 PM	0	0	0	0	0	0	0	0	0	0	(0		0	
	11:00 PM	0	0	0	0	0	0	0	0	0	0	(0		0	
Day Total		32	2199	742	68	251	66	31	59	275	20	34	1 5	13	29	38
Percent		0.80%	57.50%	19.40%	1.80%	6.60%	1.70%	0.80%	1.50%	7.20%	0.50%	0.90%	6 0.10%	0.30%	0.80%	
ADT		3824														
AM Peak		10:00 AM	7:00 AM	7:00 AM		7:00 AM	8:00 AM	7:00 AM	7:00 AM			7:00 AM		10:00 AM		
/olume		7	274	76	10	29	8	4	11	28	3	9	9 1	. 3	3 4	. 4
M Peak /olume		3:00 PM 4	2:00 PM 261	2:00 PM 99	2:00 PM 14	1:00 PM 33	2:00 PM 9	3:00 PM 8	12:00 PM 7					12:00 PM		
======== Date:		ep 16 2015											=			
start Time		Motorcycles		2 Axle				4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total
	12:00 AM	0	Trailer 0	Long 0	0	5 Tire 0	Single 0	Single 0	Double 0	Double 0	Double 0	Multi	Multi	Multi	Classified	
	1:00 AM	0	0	0		0	0		0			(
	2:00 AM	0	0	0		0	0		0			(
	3:00 AM	0	0	0	0	0	0		0			(
	4:00 AM	0	0	0		0	0		0			(
	5:00 AM	0	0	0		0	0		0			(
	6:00 AM	0	0	0	0	0	0	0	0							
	0.007441			-	-	0	0	-	0	-						
	7:00 AM		0	0												
	7:00 AM 8:00 AM	0	0	0							0	() (
	8:00 AM	0	0	0	0	0	0	0	0			() ()	
	8:00 AM 9:00 AM	0 0 0	0	0	0	0	0	0	0	0	0	(0			
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	8:00 AM 9:00 AM 10:00 AM 11:00 AM	0 0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0	0 0 0	(0 0		0 0	
	8:00 AM 9:00 AM 10:00 AM	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0 0	0 0	0 0 0 1	(0 0		0 0 0	
	8:00 AM 9:00 AM 10:00 AM 11:00 AM 12:00 PM	0 0 0 0 0 4	0 0 0 0 38	0 0 0 0	0 0 0 0	0 0 0 0 4	0 0 0 0	0 0 0 0 1	0 0 0 0 5	0 0 0 5 15	0 0 0 1 3	(0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		0 0 0 0 0 1 1 2	. 4
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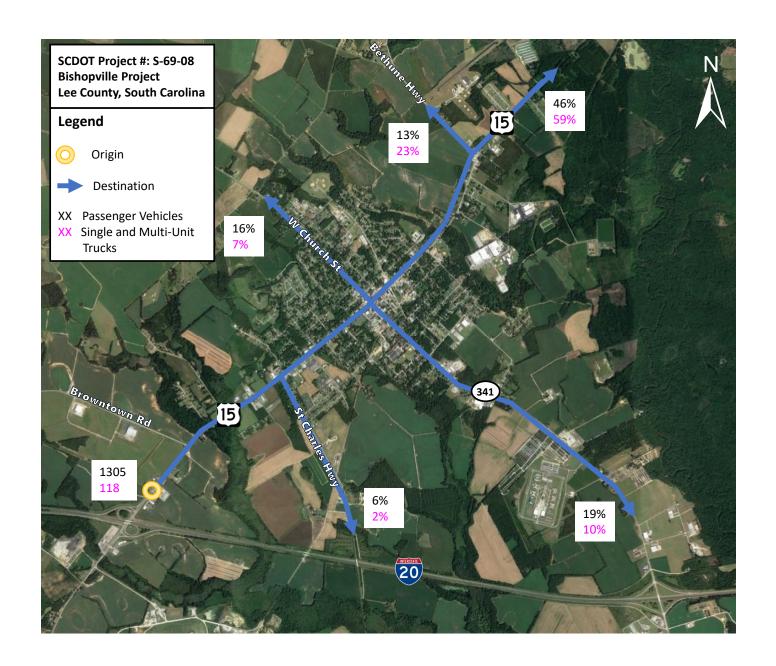
Date:		Sep 17 2015															
Start Time		Motorcycles						4 Axle	<5 Axle	5 Axle	>6 Axle			>6 Axle			otal
				Long	6	Tire S	Single	Single	Double	Double	Double	Multi	Multi	Multi	Cl	assified	
	12:00 AM	0	30	19	0	1	2	(1	2	0	0	0	0	0	55
	1:00 AM	1	30	11	0	3	2	()	2	6	0	0	1	0	0	56
	2:00 AM	1	12	1		2	3	(0	8	0	0	0	0	0	27
	3:00 AM	3	16	4	2	1	1	(2	8	1	1	0	0	0	39
	4:00 AM	0	26	8	0	4	2	()	5	3	0	0	0	0	1	49
	5:00 AM	2	45	31	3	12	2	- 2		3	10	2	0	0	0	4	116
	6:00 AM	3	176	62	3	3	7	1	l	5	14	0	1	2	2	1	280
	7:00 AM	5	291	112	7	28	5	1	l	2	8	1	4	0	0	2	466
	8:00 AM	1	212	86	1	31	7	1	l	1	16	2	2	0	4	3	367
	9:00 AM	4	172	75	6	24	9	4	1	9	22	5	5	0	0	2	337
	10:00 AM	5	172	84	5	30	4	6	5 1	2	28	1	2	0	0	1	350
	11:00 AM	8	176	87	8	42	6	1	l	7	22	3	2	0	1	5	368
	12:00 PM	7	192	92	13	32	13	- 2	2	9	27	7	0	0	2	7	403
	1:00 PM	4	191	116	5	27	10	- 2	2 1	.8	24	2	2	1	2	7	411
	2:00 PM	8	280	107	6	39	19	3	3	8	19	3	2	0	2	2	498
	3:00 PM	7	280	101	7	33	14	3	3	8	21	2	3	0	3	5	487
	4:00 PM	7	260	119	2	38	8	3	3	7	11	3	5	1	1	4	469
	5:00 PM	7	328	121	7	25	11		5	6	25	1	3	0	1	6	546
	6:00 PM	6	235	90	5	25	5	1	l	5	22	0	1	0	0	0	395
	7:00 PM	4	172	61	6	15	3	()	1	18	0	1	0	0	2	283
	8:00 PM	2	170	41	5	17	2	()	1	12	0	3	0	0	0	253
	9:00 PM	3	90	33	2	11	2	()	2	7	0	0	0	0	1	151
	10:00 PM	2	60	12	0	1	2	()	1	5	0	0	0	0	0	83
	11:00 PM	3	52	20	0	3	3	()	0	4	0	0	0	0	0	85
Day Total		93	3668	1493	93	447	142	35	5 11	.5 3	342	33	37	5	18	53	6574
Percent		1.40%	55.80%	22.70%	1.40%	6.80%	2.20%	0.50%	6 1.70	% 5.2	.0% 0.5	50% 0.6	0.	10% 0.3	0%	0.80%	
ADT		6574															
		158	7289	2814	192	846	240	73	3 20	5 7	702	58	91	13	33	93	12807
Avg. To	otal Vol	1.2%	56.9%	22.0%	1.5%	6.6%	1.9%	0.6%	6 1.6	% 5.	.5% 0	.5% 0.	.7%	0.1% 0.	3%	0.7%	

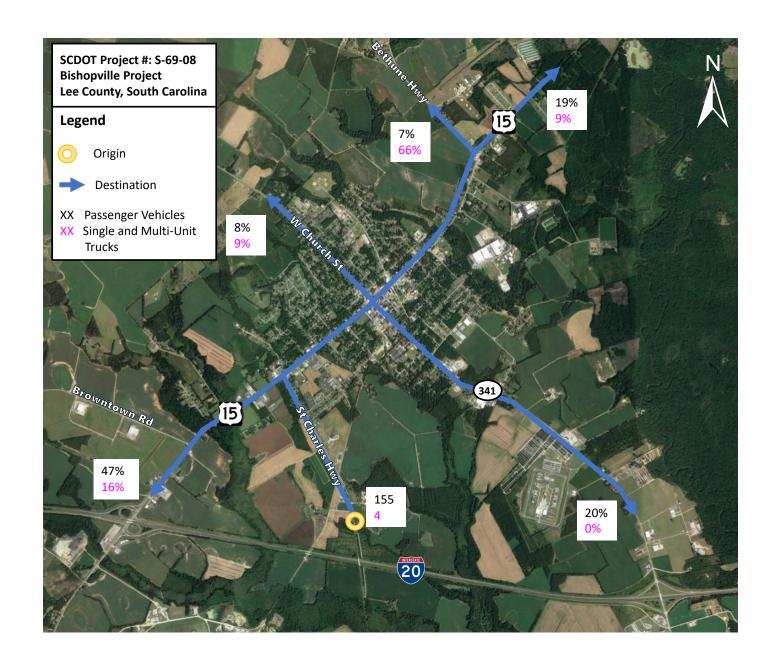
·____

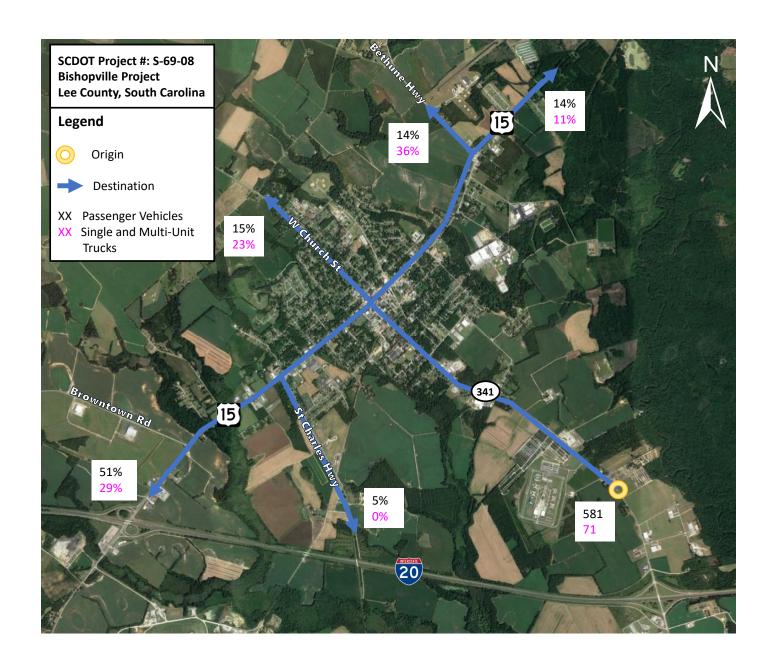
SUMMARY:																	
Date:	Sep 15 2015 -	- Sep 17 20	15														
	Motorcycles	Cars &	2 Axle	Buses	2 Axle	3 Axle	4 Axle	<5 Axle	5 Axle	>6 Axle	<6 Axle	6 Axle	>6 Axle	Not	Total		
		Trailer	Long		6 Tire	Single	Single	Double	Double	Double	Multi	Multi	Multi	Classified			
Grand Total	158	7289	2814	192	846	240	73	205	702	58	9:	1 1	3 33	93	3 12807		
Percent	1.23%	56.91%	21.97%	1.50%	6.61%	1.87%	0.57%	1.60%	5.48%	0.45%	0.719	6 0.10	% 0.26%	0.73%	6		
ADT	4673																
Percent x Not Classified	1.1	52.9	20.4	1.4	6.1	1.7	0.5	1.5	5.1	0.4	0.	7 0.	1 0.2			All other vehicles	81%
Final Percent	1.24%	57.33%	22.13%	1.51%	6.65%	1.89%	0.57%	1.61%	5.52%	0.46%	0.729	6 0.10	% 0.26%	;		Trucks	19%

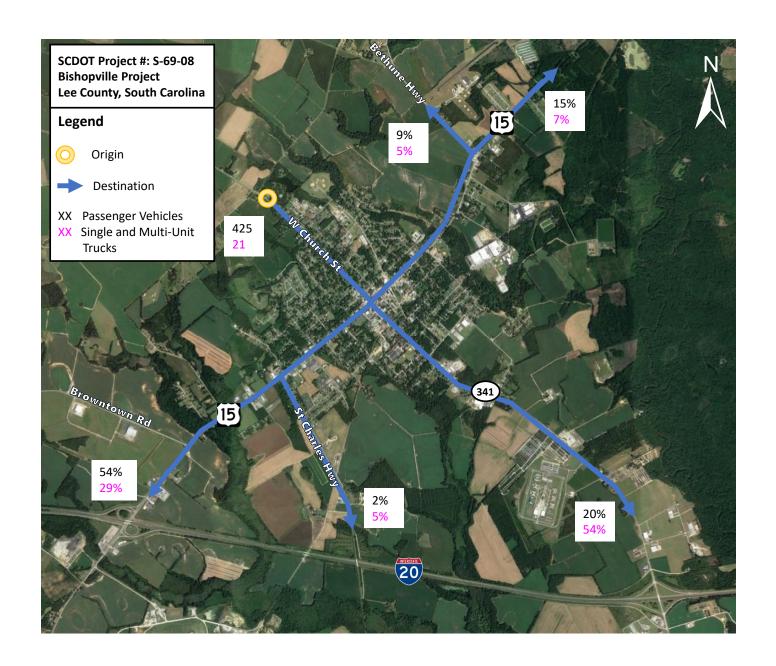
APPENDIX E

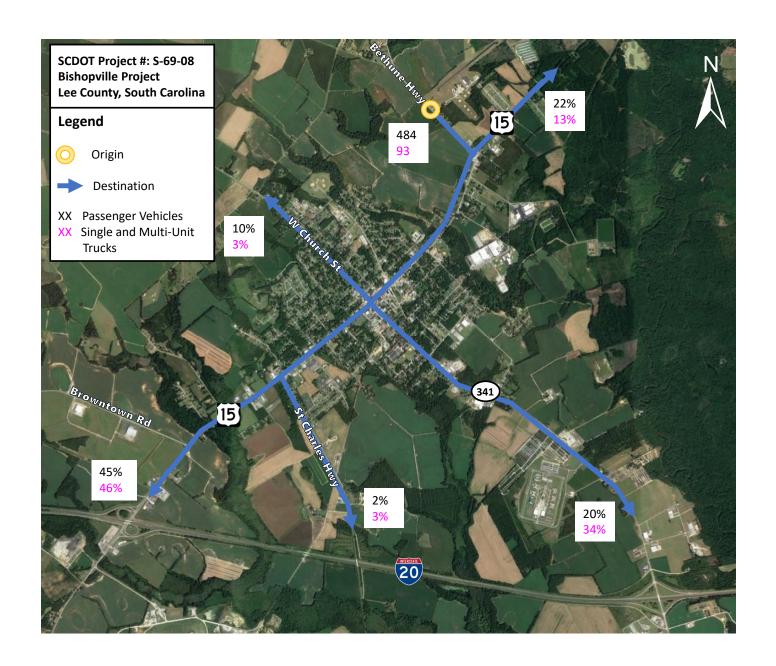
Origin-Destination Information

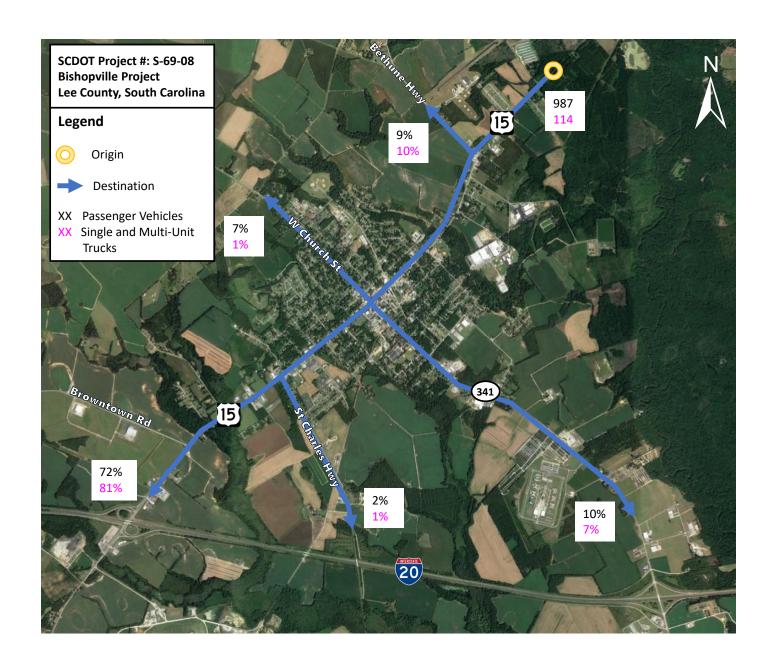












9/30/2015 Survey

10/1/2015 Survey

Total Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0	98	260	224	230	899	1711
St Charles Road N of I-20	84	0	33	13	18	43	192
SC 341 N of Industrial Blvd	306	35	0	111	112	126	690
W Church St N of Julia Dr	249	9	102	0	48	87	495
Bethune Hwy N of Airport	272	18	123	41	0	162	616
US 15 N of Price Ln	873	31	120	77	107	0	1208
Total	1784	191	638	466	515	1317	4911

	Total Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
1	US 15 N of I-20	0	49	263	206	154	301	973
3	St Charles Road N of I-20	54	0	25	10	5	4	98
	SC 341 N of Industrial Blvd	335	25	0	101	97	49	607
1	N Church St N of Julia Dr	223	14	85	0	30	35	387
1	Bethune Hwy N of Airport	249	7	137	65	0	67	525
-	JS 15 N of Price Ln	650	13	72	59	84	0	878
	Total	1511	108	582	441	370	456	3468

AUTO	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0	96	252	217	196	802	156
St Charles Road N of I-20	83	0	33	13	14	43	18
SC 341 N of Industrial Blvd	285	35	0	93	83	112	60
W Church St N of Julia Dr	243	7	87	0	46	86	46.
Bethune Hwy N of Airport	225	14	98	39	0	147	52.
US 15 N of Price Ln	768	29	112	76	96	0	108
Total	1604	181	582	438	435	1190	443

	AUTO	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
3	US 15 N of I-20	0	47	246	196	139	274	902
5	St Charles Road N of I-20	54	0	25	9	5	3	96
3	SC 341 N of Industrial Blvd	314	25	0	86	76	48	549
)	W Church St N of Julia Dr	217	14	78	0	30	33	372
3	Bethune Hwy N of Airport	211	6	96	61	0	58	432
	US 15 N of Price Ln	585	12	64	57	73	0	791
)	Total	1381	104	509	409	323	416	3142

Heavy Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0	2	8	7	34	97	148
St Charles Road N of I-20	1	0	0	0	4	0	5
SC 341 N of Industrial Blvd	21	0	0	18	29	14	82
W Church St N of Julia Dr	6	2	15	0	2	1	26
Bethune Hwy N of Airport	47	4	25	2	0	15	93
US 15 N of Price Ln	105	2	8	1	11	0	127
Total	180	10	56	28	80	127	481

	Heavy Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
8	US 15 N of I-20	0	2	17	10	15	27	71
5	St Charles Road N of I-20	0	0	0	1	0	1	2
2	SC 341 N of Industrial Blvd	21	0	0	15	21	1	58
5	W Church St N of Julia Dr	6	0	7	0	0	2	15
3	Bethune Hwy N of Airport	38	1	41	4	0	9	93
7	US 15 N of Price Ln	65	1	8	2	11	0	87
1	Total	130	4	73	32	47	40	326

Survey Average

US 15 N of I-20 St Charles SC 341 N of W Church St N Bethune Hwy N US 15 N of Road N of I-20 Industrial Blvd of Julia Dr of Airport Price Ln Total Vehicles Total US 15 N of I-20 St Charles Road N of I-20 SC 341 N of Industrial Blvd W Church St N of Julia Dr Bethune Hwy N of Airport US 15 N of Price Ln Total

AUTO	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0	77	250	209	174	596	1305
St Charles Road N of I-20	73	0	30	12	11	29	155
SC 341 N of Industrial Blvd	298	31	0	90	80	83	581
W Church St N of Julia Dr	231	10	83	0	39	62	425
Bethune Hwy N of Airport	219	11	97	48	0	109	484
US 15 N of Price Ln	709	23	96	70	89	0	987
Total	1530	152	556	429	392	879	3937

Heavy Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0	2	12	8	27	70	118
St Charles Road N of I-20	1	0	0	0	3	0	4
SC 341 N of Industrial Blvd	21	0	0	17	25	8	71
W Church St N of Julia Dr	6	1	11	0	1	1	21
Bethune Hwy N of Airport	43	3	32	3	0	12	93
US 15 N of Price Ln	92	2	8	1	11	0	114
Total	163	7	63	29	67	92	421

O-D % Distribution

	Total Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
ı	US 15 N of I-20	0.0%	5.5%	18.4%	15.3%	14.1%	46.8%	100%
	St Charles Road N of I-20	46.4%	0.0%	19.0%	7.5%	8.5%	18.6%	100%
	SC 341 N of Industrial Blvd	48.9%	4.7%	0.0%	16.3%	16.1%	14.0%	100%
	W Church St N of Julia Dr	53.2%	2.5%	21.1%	0.0%	8.9%	14.2%	100%
	Bethune Hwy N of Airport	45.4%	2.3%	22.4%	8.9%	0.0%	21.0%	100%
	US 15 N of Price Ln	72.7%	2.3%	9.5%	6.5%	9.0%	0.0%	100%
	Total							

AUTO	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0.0%	5.9%	19.1%	16.0%	13.3%	45.7%	100%
St Charles Road N of I-20	47.1%	0.0%	19.5%	7.5%	7.0%	18.8%	100%
SC 341 N of Industrial Blvd	51.3%	5.2%	0.0%	15.5%	13.7%	14.3%	100%
W Church St N of Julia Dr	54.4%	2.4%	19.5%	0.0%	9.1%	14.6%	100%
Bethune Hwy N of Airport	45.2%	2.2%	20.1%	10.0%	0.0%	22.5%	100%
US 15 N of Price Ln	71.8%	2.4%	9.8%	7.1%	9.0%	0.0%	100%

	Heavy Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
8	US 15 N of I-20	0.0%	1.7%	9.8%	6.9%	22.5%	59.1%	100%
4	St Charles Road N of I-20	16.5%	0.0%	0.0%	8.8%	65.9%	8.8%	100%
1	SC 341 N of Industrial Blvd	29.5%	0.0%	0.0%	23.4%	35.7%	11.5%	100%
1	W Church St N of Julia Dr	28.5%	5.2%	54.1%	0.0%	5.2%	6.9%	100%
3	Bethune Hwy N of Airport	46.4%	2.9%	34.3%	3.1%	0.0%	13.4%	100%
4	US 15 N of Price Ln	80.7%	1.5%	7.0%	1.2%	9.6%	0.0%	100%
1								

Survey Average

AL	ITO	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 1	15 N of I-20	0	77	250	209	174	596	1305
St C	harles Road N of I-20	73	0	30	12	11	29	155
SC 3	341 N of Industrial Blvd	298	31	0	90	80	83	581
WC	Church St N of Julia Dr	231	10	83	0	39	62	425
Betl	hune Hwy N of Airport	219	11	97	48	0	109	484
US 2	15 N of Price Ln	709	23	96	70	89	0	987
Tota	al	1530	152	556	429	392	879	3937

Heavy Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0	2	12	8	27	70	118
St Charles Road N of I-20	1	0	0	0	3	0	4
SC 341 N of Industrial Blvd	21	0	0	17	25	8	71
W Church St N of Julia Dr	6	1	11	0	1	1	21
Bethune Hwy N of Airport	43	3	32	3	0	12	93
US 15 N of Price Ln	92	2	8	1	11	0	114
Total	163	7	63	29	67	92	421

O-D % Distribution (All O-D Traffic)

AUTO	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0.0%	2.0%	6.3%	5.3%	4.4%	15.1%	
St Charles Road N of I-20	1.9%	0.0%	0.8%	0.3%	0.3%	0.7%	
SC 341 N of Industrial Blvd	7.6%	0.8%	0.0%	2.3%	2.0%	2.1%	10.0%
W Church St N of Julia Dr	5.9%	0.3%	2.1%	0.0%	1.0%	1.6%	33.1%
Bethune Hwy N of Airport	5.6%	0.3%	2.5%	1.2%	0.0%	2.8%	9.1%
US 15 N of Price Ln	18.0%	0.6%	2.4%	1.8%	2.2%	0.0%	
							100%

Heavy Vehicles	US 15 N of I-20	St Charles Road N of I-20	SC 341 N of Industrial Blvd	W Church St N of Julia Dr	Bethune Hwy N of Airport	US 15 N of Price Ln	Total
US 15 N of I-20	0.0%	0.5%	2.7%	1.9%	6.3%	16.5%	
St Charles Road N of I-20	0.2%	0.0%	0.0%	0.1%	0.6%	0.1%	
SC 341 N of Industrial Blvd	5.0%	0.0%	0.0%	4.0%	6.0%	1.9%	16.6%
W Church St N of Julia Dr	1.4%	0.3%	2.7%	0.0%	0.3%	0.3%	38.4%
Bethune Hwy N of Airport	10.2%	0.6%	7.6%	0.7%	0.0%	3.0%	17.4%
US 15 N of Price Ln	21.8%	0.4%	1.9%	0.3%	2.6%	0.0%	
							100%

APPENDIX F

Travel Time Run Data

		Bethune Hwy to I-20 via US-15	Direction	Bethune Hwy to I-20 via SC 341	
	k	6:26	SB	7:40	Þ
	Peak	6:30	NB	7:47	AM
	AM	7:05	SB	7:35	Peak
	⋖	6:56	NB	7:39	~
		7:30	SB	7:52	
		6:55	NB	7:28	
	k	6:50	SB	7:50	
	Peak	7:01	NB	7:08	
	PM I	8:01	SB	8:54	P
	Ь	7:18	NB	9:57	PM
		7:24	SB	8:18	Peak
		7:31	NB	8:26	~
		7:31	SB	8:38	
		7:05	NB	7:44	
AVG A	M	6:53	AM	7:37	AVG AM
AVG F	PM	7:20	PM	8:39	AVG PM

APPENDIX G

Crash Data

SCDOT identifies individual crashes with a single crash number, but a record is provided for each vehicle involved. The duplicate records were removed from the summary tables of corridor crash information to simplify the presentation of the data. Extraneous column headings were also removed for the same purpose. The last sheet of the appendix contains a summary of the relevant truck specific crash records with their crash ID number, which can be matched back to the respective corridor crash table summary.

U.S. 15 (North of SC 341)

						u -£	н - £	Max		C-III-i			Number	
Crash No	RT Name	RN	MPT	St Name	Base St Name	# of Fatalities	# of	Injury Code	Date	Collision Time	Manner of Collision Name	Probable cause Name	of Units Involved	Segment
15029746		15		MAIN ST	W CHURCH	ratalities	7	1	10/9/2015 1	_	ANGLE 1	FAIL TO YIELD R.O.W.	ilivoiveu	US 15 (HWY 15 N)
	US Route	15		MAIN STREET	CHURCH STREET		2	2	7/6/2016 12	1	ANGLE 1	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
16005135		15		N MAIN	E CHURCH ST		_		3/11/2016 1	1	ANGLE 1	OTHER IMP. ACT		US 15 (HWY 15 N)
17006907	US Route	15		S MAIN	W CHURCH		0		4/7/2017 12	1	ANGLE 3	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
18005651		15		E CHURCH ST	N NETTLES ST			-	5/29/2018 1	1	ANGLE 3	IMPROPER LANE USAGE/CHANGE		US 15 (HWY 15 N)
18006222	US Route	15		MAIN ST	DENNIS AVE				6/16/2018 1		ANGLE 3	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
17023756		15		MAIN ST	W CHURCH ST			-	11/16/2017	1	REAR END	DRIVING TOO FAST FOR CONDITIONS		US 15 (HWY 15 N)
17531308		15		MAIN HWY	E CHURCH ST				3/22/2017 1		REAR END	OTHER IMP. ACT	_	US 15 (HWY 15 N)
	US Route	15		N MAIN	E CHURCH ST			-	2/2/2018 12		REAR END	IMPROPER LANE USAGE/CHANGE		US 15 (HWY 15 N)
18004540		15		S MAIN STREET	E CHURCH STREET			0	5/7/2018 12	1	REAR END	FOLLOWED TOO CLOSELY	1 - 5	US 15 (HWY 15 N)
13025291	US Route	15		N MAIN HWY	W COUNCIL ST			-	6/3/2013 12		ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC		US 15 (HWY 15 N)
15577968		15		MAIN HWY	E CHURCH ST		_		8/2/2015 12		REAR END	DRIVING TOO FAST FOR CONDITIONS		US 15 (HWY 15 N)
18000144	US Route	15	11.037		E CHURCH ST			-	1/2/2018 12		REAR END	FOLLOWED TOO CLOSELY		US 15 (HWY 15 N)
18005601	US Route	15		MAIN ST	CHURCH ST				6/1/2018 12	1	ANGLE 3	OTHER IMP. ACT		US 15 (HWY 15 N)
16009446		15		W CHURCH	W COUNCIL				4/25/2016 1		ANGLE 2	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
	US Route	15		MAIN STREET	COUNCIL STREET				6/29/2018 1	1	ANGLE 3	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
	US Route	15		L S MAIN ST	COUNCIL ST			-	2/21/2014 1		REAR END	FOLLOWED TOO CLOSELY		US 15 (HWY 15 N)
14038006		15		L N MAIN ST	COUNCIL ST				10/6/2014 1	1	REAR END	DISTRACTED/INATT.		US 15 (HWY 15 N)
17028190		15		L N MAIN ST	E COUNCIL ST				10/9/2017 1	1	REAR END	DISTRACTED/INATT.		US 15 (HWY 15 N)
18005650		15		MAIN ST	COUNCIL ST				6/2/2018 12		REAR END	FOLLOWED TOO CLOSELY		US 15 (HWY 15 N)
13027027		15		N MAIN	COUNCIL ST			-	6/9/2013 12	1	NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD		US 15 (HWY 15 N)
13040282	US Route	15	11.124	1	W CHURCH		1		8/30/2013 12		SIDESWIPE SAME DIRECTION	CARGO	1	US 15 (HWY 15 N)
14020580		15		E CHURCH ST	N NETTLES ST				6/7/2014 12		ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC	1	US 15 (HWY 15 N)
	US Route	15		MAIN HWY	E CEDAR LN				8/11/2018 1		REAR END	FOLLOWED TOO CLOSELY	_	US 15 (HWY 15 N)
13003087		15		MAIN ST.	COUNCIL ST.			-	1/10/2013 1		REAR END	FOLLOWED TOO CLOSELY		US 15 (HWY 15 N)
	US Route	15		MAIN ST	CEDAR LN			0	9/14/2016 1		ANGLE 3	DISTRACTED/INATT.	_	US 15 (HWY 15 N)
17006909		15		MAIN STREET	CEDAR LN			-	3/24/2017 1		REAR END	DISTRACTED/INATT.	_	US 15 (HWY 15 N)
15028741		15		N. MAIN STREET	E. CEDAR				10/2/2015 1	1	ANGLE 2	DISTRACTED/INATT.	_	US 15 (HWY 15 N)
	US Route	15		MAIN ST	CEDAR LN			-	1/17/2017 1		NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD		US 15 (HWY 15 N)
18005285		15		N MAIN STREET	CEDAR LN		1	1	5/24/2018 1	1	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	US 15 (HWY 15 N)
	US Route	15		MAIN	E COUNCIL ST				8/30/2013 1	1	REAR END	DISTRACTED/INATT.		US 15 (HWY 15 N)
18009065		15		MAIN STREET	COTTON STREET	0			9/10/2018 1	1	ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
13003088	US Route	15		MAIN ST.	CEDAR LN.				1/26/2013 1	1	NOT COLLISION W/MOTOR VEHICLE	IMPROPER CROSSING		US 15 (HWY 15 N)
	US Route	15		W CHURCH	ROLAND STREET	0	0	0	8/11/2017 1		ANGLE 2	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
19547965		15		MAIN HWY	DURANT ST			0	3/29/2019 1	1	REAR END	FOLLOWED TOO CLOSELY	_	US 15 (HWY 15 N)
13029669		15		MAIN ST	DURANT ST		0	0	5/1/2013 12		REAR END	FOLLOWED TOO CLOSELY		US 15 (HWY 15 N)
16013421		15		N. MAIN	DURANT			-	6/5/2016 12	1	ANGLE 2	DISTRACTED/INATT.		US 15 (HWY 15 N)
16026849		15		MAIN ST	DURANT ST	C		0	11/30/2016		HEAD ON	FOLLOWED TOO CLOSELY	_	US 15 (HWY 15 N)
13035400		15		MAIN	DURANT ST	C	0	0	7/8/2013 12		REAR END	DISTRACTED/INATT.		US 15 (HWY 15 N)
13042622	US Route	15		N MAIN ST	DURANT ST	C	0	0	9/20/2013 1		REAR END	DISTRACTED/INATT.	2	US 15 (HWY 15 N)
18012601		15		NORTH MAIN	DURANT ST	C		-	12/17/2018		REAR-TO-REAR	FOLLOWED TOO CLOSELY	2	US 15 (HWY 15 N)
18002800		15		N MAIN STREET	DAVIS STREET	C	0	0	3/23/2018 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	_	US 15 (HWY 15 N)
18000143		15		N MAIN	DURANT ST	C		-	1/13/2018 1		ANGLE 3	FAIL TO YIELD R.O.W.		US 15 (HWY 15 N)
	US Route	15		N MAIN ST	DAVIS ST	C			5/11/2017 1		ANGLE 3	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
16027168		15		N. MAIN STREET	DAVIS STREET	C		-	12/7/2016 1		ANGLE 3	IMPROPER LANE USAGE/CHANGE	1 2	US 15 (HWY 15 N)
17021284		15		HWY N MAIN	DAVIS ST	C		0	10/7/2017 1		NOT COLLISION W/MOTOR VEHICLE	OVER-CORRECTING/OVER-STEERING		US 15 (HWY 15 N)
15031351	US Route	15	11.47	NORTH MAIN HWY	DAVIS ST	C	0	0	9/19/2015 1	1	REAR END	FOLLOWED TOO CLOSELY		US 15 (HWY 15 N)
18011865		15		N MAIN ST	WOODWARD ST	C		-	11/18/2018		ANGLE 2	DISTRACTED/INATT.	_	US 15 (HWY 15 N)
14039221	US Route	15		MAIN	W COLLEGE	C		0	9/16/2014 1	1	ANGLE 2	FAIL TO YIELD R.O.W.	2	US 15 (HWY 15 N)
16032656		15		MAIN ST	COTTON ST	C	0	0	9/16/2016 1		ANGLE 1	DISTRACTED/INATT.	2	US 15 (HWY 15 N)
14050301	US Route	15		N MAIN ST	E COLLEGE ST	C			11/18/2014	1	ANGLE 2	BRAKES	_	US 15 (HWY 15 N)
18009068		15		MAIN STREET	E COLLAGE STREET	C			7/24/2018 1	1	NOT COLLISION W/MOTOR VEHICLE	DISTRACTED/INATT.	_	US 15 (HWY 15 N)
17000883		15		MAIN ST	COLLEGE ST	C	1	1	1/22/2017 1		SIDESWIPE OPPOSITE DIRECTION	DRIVING TOO FAST FOR CONDITIONS	_	US 15 (HWY 15 N)
18004196	US Route	15	11.616	MAIN ST	W COLLAGE AVE	C	0	0	4/27/2018 1	1300	NOT COLLISION W/MOTOR VEHICLE	MADE AN IMPROPER TURN	1	US 15 (HWY 15 N)
•					•	•						•	•	

16023366	US Route	15	11.643 N MAIN ST	COLLEGE ST	0	0 0	10/17/2016	1800 ANGLE 2	IMPROPER LANE USAGE/CHANGE	2 US 15 (HWY 15 N)
13057883	US Route	15	11.7 MAIN	COLLEGE	0	0 0	12/19/2013	1814 NOT COLLISION W/MOTOR VEHICLE	NON-MOTORIST UNDER THE INFLUENCE	2 US 15 (HWY 15 N)
16005136	US Route	15	11.981 NORTH MAIN	ACADEMY	0	0 0	3/10/2016 1	1917 ANGLE 1	DISTRACTED/INATT.	2 US 15 (HWY 15 N)
14005968	US Route	15	12.01 N MAIN	WOODWARD	0	0 0	2/26/2014 1	2128 ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (HWY 15 N)
15536692	US Route	15	12.124	MENDY LN	0	2 1	4/17/2015 1	2050 REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (HWY 15 N)
17506937	US Route	15	12.13	MENDY LN	0	2 1	1/22/2017 1	1650 REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (HWY 15 N)
19569749	US Route	15	12.181	MENDY LN	0	0 0	5/24/2019 1	1636 REAR END	DRIVING TOO FAST FOR CONDITIONS	4 US 15 (HWY 15 N)
15513146	US Route	15	12.21	DIXON RD	0	0 0	2/12/2015 1	1630 ANGLE 2	UNDER THE INFLUENCE	2 US 15 (HWY 15 N)
17663199	US Route	15	12.27 N MAIN ST	DIXON DR	0	1 1	11/1/2017 1	1525 ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (HWY 15 N)
16029603	US Route	15	12.27 E CHURCH ST	CAUSAR ST	0	0 0	12/10/2016	2200 SIDESWIPE OPPOSITE DIRECTION	MADE AN IMPROPER TURN	2 US 15 (HWY 15 N)
18530259	US Route	15	12.286 SUMTER HWY	DIXON RD	0	2 1	3/2/2018 12	830 ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (HWY 15 N)
16662360	US Route	15	12.312 SUMTER HWY	BETHUNE HWY	0	0 0	12/13/2016	745 REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (HWY 15 N)
13600646	US Route	15	12.357	BETHUNE HWY	0	0 0	10/22/2013	800 ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (HWY 15 N)
16524251	US Route	15	12.37	BETHUNE HWY	0	1 3	2/21/2016 1	2210 NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1 US 15 (HWY 15 N)
16556164	US Route	15	12.373	BETHUNE HWY	0	0 0	5/16/2016 1	1502 NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1 US 15 (HWY 15 N)
18530335	US Route	15	12.376	BETHUNE HWY	0	0 0	3/16/2018 1	1700 REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (HWY 15 N)
15548390	US Route	15	12.388	BETHUNE HWY	0	0 0	5/18/2015 1	1755 SIDESWIPE SAME DIRECTION	UNDER THE INFLUENCE	2 US 15 (HWY 15 N)
17567998	US Route	15	12.42 SUMTER HWY	BETHUNE HWY	0	0 0	6/2/2017 12	1400 ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (HWY 15 N)
17610026	US Route	15	12.42	BETHUNE HWY	0	0 0	8/22/2017 1	1325 ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (HWY 15 N)
17567620	US Route	15	12.42 SUMTER HWY	BETHUNE HWY	0	0 0	5/31/2017 1	800 REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (HWY 15 N)
17550787	US Route	15	12.426 HARTSVILLE HWY	BETHUNE HWY	0	0 0	4/26/2017 1	900 ANGLE 3	IMPROPER LANE USAGE/CHANGE	2 US 15 (HWY 15 N)
14587549	US Route	15	12.454	BETHUNE HWY	0	0 0	8/29/2014 1	2240 NOT COLLISION W/MOTOR VEHICLE	DISREGARDED SIGNS, SIGNALS, ETC	1 US 15 (HWY 15 N)
15547554	US Route	15	12.455	BETHUNE HWY	0	0 0	5/14/2015 1	40 ANGLE 2	UNDER THE INFLUENCE	2 US 15 (HWY 15 N)

U.S. 15 (South of SC 341)

						# of	# of	Max Injury		Collision	Manner of Collision Name Probable cause Name		Number of Units	
Crash No	RT Name	RN	MPT	St Name	Base St Name	Fatalities		Code	Date		Manner of Collision Name	Probable cause Name	Involved	Segment
14609075	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	C	0	0	10/31/2014	800	ANGLE 1	OTHER IMP. ACT	2	US 15 (Sumter Hwy)
17572413	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	(5	2	6/4/2017 12	1200	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC	2	US 15 (Sumter Hwy)
17501857	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	C	1	1	1/10/2017 1	1845	REAR END	DRIVING TOO FAST FOR CONDITIONS	1 2	US 15 (Sumter Hwy)
17502668	US Route	15	9.28	SUMTER HWY	BROWNTOWN RD	() 2	1	1/10/2017 1	1847	REAR END	DRIVING TOO FAST FOR CONDITIONS	1 2	US 15 (Sumter Hwy)
18676653	US Route	15	9.288	SUMTER HWY	BROWNTOWN (HW)	() 2	1	12/9/2018 1	1045	ANGLE 2	FAIL TO YIELD R.O.W.	1 2	US 15 (Sumter Hwy)
19519897	US Route	15	9.288	SUMTER HWY	BROWNTOWN RD	C	0	0	2/9/2019 12	1825	REAR END	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
15572743	US Route	15	9.29	SUMTER HWY	BROWNTOWN RD	(0	0	7/24/2015 1	2128	REAR END	DRIVING TOO FAST FOR CONDITIONS	1 2	US 15 (Sumter Hwy)
19523120	US Route	15	9.295	SUMTER HWY	BROWNTOWN RD	(0	0	2/22/2019 1	1730	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	L US 15 (Sumter Hwy)
18564093	US Route	15	9.328	SUMTER HWY	BROWNTOWN RD	C	0	0	5/11/2018 1	900	NOT COLLISION W/MOTOR VEHICLE	IMPROPER LANE USAGE/CHANGE	1 2	US 15 (Sumter Hwy)
16598803	US Route	15	9.339	SUMTER HWY	BROWNTOWN RD	(1	2	7/31/2016 1	620	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
15591060	US Route	15	9.354	SUMTER HWY	BROWNTOWN RD	(1	3	8/30/2015 1	1824	NOT COLLISION W/MOTOR VEHICLE	ROAD SURFACE CONDITION (IE WET)	1	US 15 (Sumter Hwy)
14570629	US Route	15	9.433	SUMTER HWY	BROAD ACRES RD	() 2	3	7/23/2014 1	240	HEAD ON	WRONG SIDE OR WRONG WAY	1 2	US 15 (Sumter Hwy)
17517337	US Route	15	9.45	SUMTER HWY	BROAD ACRES RD	(1	1	2/20/2017 1	745	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
19566470	US Route	15	9.475	SUMTER HWY	BROAD ACRES RD	C	0	0	5/18/2019 1	1207	SIDESWIPE SAME DIRECTION	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
16627118	US Route	15	9.517	SUMTER HWY	BROAD ACRES RD	() 2	1	10/8/2016 1	1420	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	US 15 (Sumter Hwy)
15510723	US Route	15	9.543	SUMTER HWY	BROAD ACRES RD	(1	2	2/7/2015 12	1600	NOT COLLISION W/MOTOR VEHICLE	MEDICAL RELATED	1	US 15 (Sumter Hwy)
18662544	US Route	15	9.636	SUMTER HWY	PIEDMONT RD	C	0	0	11/8/2018 1	1804	ANGLE 3	MADE AN IMPROPER TURN	1 2	US 15 (Sumter Hwy)
15540391	US Route	15	9.74	SUMTER HWY	PIEDMONT RD	C	4	1	4/20/2015 1	1755	REAR END	FAIL TO YIELD R.O.W.	_	US 15 (Sumter Hwy)
16666341	US Route	15	9.781	I SUMTER HWY	PIEDMONT RD	C	1	1	12/23/2016	1410	REAR END	DRIVING TOO FAST FOR CONDITIONS	3	3 US 15 (Sumter Hwy)
14523409	US Route	15	9.794	SUMTER HWY	PIEDMONT RD	(0	0	3/22/2014 1	1130	SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	1 2	US 15 (Sumter Hwy)
16653766	US Route	15	9.84	SUMTER HWY	WILKINSON RD	C	1	1	11/25/2016	1535	ANGLE 2	FAIL TO YIELD R.O.W.	1	2 US 15 (Sumter Hwy)
13509485		15	9.848	SUMTER HWY	WILKINSON RD	(0	0	2/14/2013 1	1645	ANGLE 2	FAIL TO YIELD R.O.W.	1 2	US 15 (Sumter Hwy)
16618501	US Route	15		SUMTER HWY	WILKONSON RD	(0	0	9/19/2016 1		SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	1	US 15 (Sumter Hwy)
15528966		15		SUMTER HWY	WILKINSON RD		1	1	3/26/2015 1		HEAD ON	AGGRESSIVE OPERATION OF VEHICLE	1 2	US 15 (Sumter Hwy)
17569256		15		SUMTER HWY	WILKINSON RD				6/6/2017 12		SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2	US 15 (Sumter Hwy)
13563296		15		SUMTER HWY	WILKINSON RD			-	7/30/2013 1		NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS		US 15 (Sumter Hwy)
15551012		15		SUMTER HWY	WILKINSON RD				5/19/2015 1		REAR END	DRIVING TOO FAST FOR CONDITIONS		2 US 15 (Sumter Hwy)
19569745		15		SUMTER HWY	WILKINSON RD		0	0	5/22/2019 1		NOT COLLISION W/MOTOR VEHICLE	MEDICAL RELATED		US 15 (Sumter Hwy)
19580549		15		7 SUMTER HWY	ST CHARLES RD		0	0	6/7/2019 12		SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE		2 US 15 (Sumter Hwy)
19535895		15		SUMTER HWY	ST CHARLES RD		0	0	3/14/2019 1		ANGLE 3	MADE AN IMPROPER TURN	1 2	US 15 (Sumter Hwy)
16526839		15		SUMTER HWY	ST CHARLES RD	(0	0	3/10/2016 1	915	REAR END	BRAKES	1	US 15 (Sumter Hwy)
16556165	US Route	15		SUMTER HWY	ST CHARLES RD		0	0	5/20/2016 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	1 2	US 15 (Sumter Hwy)
16504358		15		I SUMTER HWY	ST CHARLES RD	(0	0	1/13/2016 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	1	US 15 (Sumter Hwy)
15598263		15		SUMTER HWY	MACTONISH RD		0	0	9/9/2015 12	1425	REAR END	DRIVING TOO FAST FOR CONDITIONS	_	US 15 (Sumter Hwy)
13576776	US Route	15	10.156	SUMTER HWY	ST. CHARLES RD.	C	0	0	8/16/2013 1	1330	ANGLE 1	FAIL TO YIELD R.O.W.	1	US 15 (Sumter Hwy)
16513770		15		SUMTER HWY	ST CHARLES RD		1	1	2/10/2016 1		ANGLE 2	FAIL TO YIELD R.O.W.		US 15 (Sumter Hwy)
15596647	US Route	15	10.156	SUMTER HWY	ST CHARLES RD		0	0	9/14/2015 1	1725	REAR END	UNKNOWN		2 US 15 (Sumter Hwy)
13545606		15		SUMTER HWY	ST CHARLES RD	-		-	6/4/2013 12	_	SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.		2 US 15 (Sumter Hwy)
17019857	US Route	15		N MAIN ST	ST CHARLES			-	9/25/2017 1		ANGLE 3	FAIL TO YIELD R.O.W.		US 15 (Sumter Hwy)
17027432	US Route	15		SOUTH MAN	ST CHARLES RD	-		-	12/24/2017		ANGLE 3	FAIL TO YIELD R.O.W.		2 US 15 (Sumter Hwy)
18002502	US Route	15		S MAIN ST	SAINT CHARLES RD			-	3/4/2018 12		ANGLE 3	FAIL TO YIELD R.O.W.		2 US 15 (Sumter Hwy)
17551875		15		SUMTER HWY	ST CHARLES RD	C	0	0	5/2/2017 12		BACKED INTO	OTHER IMP. ACT	- 2	US 15 (Sumter Hwy)
17554888		15		SUMTER HWY	ST CHARLES RD				5/4/2017 12		REAR END	DRIVING TOO FAST FOR CONDITIONS		3 US 15 (Sumter Hwy)
15028293		15		SOUTH MAIN	ST CHARLES ROAD	C			10/21/2015		REAR END	FOLLOWED TOO CLOSELY	- 2	2 US 15 (Sumter Hwy)
14581837		15		SUMTER HWY	ST CHARLES RD				8/23/2014 1		REAR END	OTHER IMP. ACT		US 15 (Sumter Hwy)
17501853		15		SUMTER HWY	ST CHARLES RD	-	0	0	1/8/2017 12		REAR END	DRIVING TOO FAST FOR CONDITIONS		2 US 15 (Sumter Hwy)
15034997		15		SOUTH	ST CHARLES			-	12/5/2015 1		SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.		US 15 (Sumter Hwy)
13040275		15	10.16				_	=	8/30/2013 1		SIDESWIPE SAME DIRECTION	VISION OBSCURED (WITHIN UNIT)	_	US 15 (Sumter Hwy)
13603147		15		2 SUMTER HWY	ST CHARLES RD			-	10/26/2013		ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC		2 US 15 (Sumter Hwy)
13553953	US Route	15		SUMTER HWY	ST CHARLES RD			-	7/6/2013 12		ANGLE 3	MADE AN IMPROPER TURN		US 15 (Sumter Hwy)
18630847		15		SUMTER HWY	MCINTOSH ST		_		9/19/2018 1		ANGLE 1	DISREGARDED SIGNS, SIGNALS, ETC		2 US 15 (Sumter Hwy)
13553026		15		7 MAIN HWY	MCINTOSH ST		-	-	7/1/2013 12		ANGLE 2	FAIL TO YIELD R.O.W.		2 US 15 (Sumter Hwy)
17002162		15		S MAIN	MCINTOSH		-	-	2/7/2017 12		ANGLE 2	MADE AN IMPROPER TURN		2 US 15 (Sumter Hwy)
17519959		15		B MAIN HWY	MCINTOSH ST		0 0		2/22/2017 12		SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE		US 15 (Sumter Hwy)
2.31333	-0	1.5	10.10					-	_,,, 1	, ,,,,		2 2		11 20 (00

18013352	US Route	15	10.18 S MAIN STREET	MCINTOSH STREET	0	00	12/24/2018	1850	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
16503322		15	10.182 MAIN HWY	MCINTOSH ST	0	00	1/14/2016 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (Sumter Hwy)
	US Route	15	10.187 MAIN ST	WICHVIOSHSI	0	11	1/7/2016 12		ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
18571878		15	10.204 MAIN HWY	MCINTOSH ST	0	00	5/23/2018 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (Sumter Hwy)
15611435		15	10.208 MAIN HWY	WICHVIOSHSI	0	00	10/11/2015		ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
19514546		15	10.209 SUMTER HWY	MCINTOSH ST	0	00	2/8/2019 12		ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
13603649		15	10.239 MAIN HWY	MCINTOSH ST	0	11	10/5/2013 1		SIDESWIPE SAME DIRECTION	LYING &/OR ILLEGALLY IN ROADWAY	2 US 15 (Sumter Hwy)
15023201		15	10.26 SUMTER HWY	ST CARRLES RD	0	5 1	4/1/2015 12		ANGLE 3	DISREGARDED SIGNS, SIGNALS, ETC	2 US 15 (Sumter Hwy)
16026492		15	10.27 MAIN ST	MORGAN ST	0	00	11/20/2016		SIDESWIPE SAME DIRECTION	IMPROPER LANE USAGE/CHANGE	2 US 15 (Sumter Hwy)
14046871		15	10.31 S MAIN	MORGAN ST	0	00	11/15/2014		BACKED INTO	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
19542196		15	10.335 MAIN HWY	MORGAN ST	0	00	3/21/2019 1		REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
17638586		15	10.44 MAIN HWY	FAIRVIEW AVE	0	00	10/16/2017		ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
17018001		15	10.44 S MAIN ST	FAIRVIEW AVE	0	00	7/2/2017 12		NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD	1 US 15 (Sumter Hwy)
16011594		15	10.44 MAIN ST	FAIRVIEW AVE	0	00	5/25/2017 12		NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD	1 US 15 (Sumter Hwy)
16022596		15	10.44 S MAIN ST	FAIRVIEW AVE	0	00	10/11/2016		REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
15024102		15	10.44 S MAIN 0	BASKINS AVE	0	00	8/24/2015 1		ANGLE 2	FAIL TO YIELD R.O.W.	. , , , , , , , , , , , , , , , , , , ,
				_	0	00					2 US 15 (Sumter Hwy)
19568127 15023202	US Route US Route	15 15	10.499 MAIN HWY 10.52 MAIN ST	BASKIN AVE RIDGE ST	0	00	5/16/2019 1		SIDESWIPE SAME DIRECTION REAR END	IMPROPER LANE USAGE/CHANGE	2 US 15 (Sumter Hwy)
					0		4/6/2015 12			DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
15024283		15	10.56 SOUTH MAIN	BRADLEY AVE	0	3 1	8/10/2015 1		ANGLE 1	FAIL TO YIELD R.O.W.	3 US 15 (Sumter Hwy)
16007195		15	10.56 S MAIN	BRADLEY AVE	0	0 0	4/2/2016 12		ANGLE 1	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
	US Route	15	10.56 S MAIN	BRADLEY AVE	0	0 0	2/16/2013 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (Sumter Hwy)
13035398		15	10.56 SOUTH	BRADLEY AVE	0	3 1	7/3/2013 12		SIDESWIPE SAME DIRECTION	DISREGARDED SIGNS, SIGNALS, ETC	2 US 15 (Sumter Hwy)
	US Route	15	10.62 MAIN ST	RIDGE ST	0	0 0	5/17/2018 1		ANGLE 1	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
	US Route	15	10.62 S MAIN STREET	RIDGE STREET	0	0 0	4/20/2018 1		ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
	US Route	15	10.62 S MAIN	RIDGE ST	0	1 2	11/29/2015		NOT COLLISION W/MOTOR VEHICLE	IMPROPER CROSSING	2 US 15 (Sumter Hwy)
	US Route	15	10.62 S MAIN ST	RIDGE ST	0	0 0	3/4/2017 12		REAR END	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
	US Route	15	10.62 S MAIN ST	RIDGE ST	0	0 0	3/14/2014 1		SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
16023371	US Route	15	10.704 S MAIN ST	HARRIS ST	0	0 0	10/12/2016		NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	1 US 15 (Sumter Hwy)
13027001		15	10.733 S MAIN ST	RIDGE ST	0	0 0	5/8/2013 12		REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
16582891	US Route	15	10.736 MAIN HWY	HARRIS ST	0	0 0	7/6/2016 12		REAR END	DRIVING TOO FAST FOR CONDITIONS	2 US 15 (Sumter Hwy)
13024021	US Route	15	10.739 S MAIN ST	RIDGE ST	0	0 0	6/4/2013 12		NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT	1 US 15 (Sumter Hwy)
16029137		15	10.74 MAIN ST	HARRIS ST	0	0 0	12/21/2016		ANGLE 1	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
16024279		15	10.74 S. MAIN ST	HARRIS ST	0	2 1	11/4/2016 1		ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
14001609		15	10.74 S MAIN ST	HARRIS ST	0	0 0	1/24/2014 1		ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
16027921		15	10.74 MAIN ST	HARRIS ST	0	1 1	12/11/2016		NOT COLLISION W/MOTOR VEHICLE	TIRES/WHEEL	1 US 15 (Sumter Hwy)
15006972		15	10.774 S MAIN ST	HARRIS ST	0	0 0	2/27/2015 1	754		DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
19589455		15	10.816 MAIN HWY	HARRIS ST	0	0 0	6/12/2019 1		ANGLE 1	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
18008049		15	10.848 MAIN ST	LAW ST	0	0 0	8/10/2018 1		ANGLE 3	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
17003777	US Route	15	10.85 MAIN ST	LAW ST	0	0 0	3/3/2017 12		ANGLE 1	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
16011404		15	10.919 MAIN ST	GREGG ST	0	0 0	5/26/2016 1		SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
	US Route	15	10.94 SOUTH MAIN	GREGG ST	0	1 2	8/20/2015 1		REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
14038125	US Route	15	10.94 SOUT MAIN	GREGG ST	0	0 0	10/10/2014		REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
18010194	US Route	15	10.94 MAIN ST	GREGG ST	0	0 0	10/19/2018	802	REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
13546996	US Route	15	10.942 MAIN HWY	GREGG ST	0	2 1	6/17/2013 1	1034	ANGLE 2	FAIL TO YIELD R.O.W.	2 US 15 (Sumter Hwy)
14040572	US Route	15	10.942 S MAIN	GREGG	0	0 0	10/31/2014	1538	REAR END	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
17008201	US Route	15	10.971 S MAIN ST	DECHAMPS ST	0	0 0	4/29/2017 1	1745	REAR END	DISTRACTED/INATT.	2 US 15 (Sumter Hwy)
17003242	US Route	15	10.99 MAIN ST	COURT HOUSE SQ	0	0 0	2/2/2017 12	1449	REAR END	FOLLOWED TOO CLOSELY	2 US 15 (Sumter Hwy)
19542194	US Route	15	11.021 MAIN HWY	E CHURCH ST	0	0 0	3/12/2019 1	1210	BACKED INTO	OTHER IMP. ACT	2 US 15 (Sumter Hwy)
19542190	US Route	15	11.021 MAIN HWY	E CHURCH ST	0	2 2	2/8/2019 12	1610	REAR END	OTHER IMP. ACT	2 US 15 (Sumter Hwy)
16020371	US Route	15	11.029 MAIN ST	CHURCH ST	0	0 0	9/18/2016 1	1251	ANGLE 1	MADE AN IMPROPER TURN	2 US 15 (Sumter Hwy)

Bethune Highway

								Max					Number of	
						# of	# of	Injury		Collision			Units	
Crash No	RT Name	RN	MPT	St Name	Base St Name	Fatalities	Injuries	Code	Date	Time	Manner of Collision Name	Probable cause Name	Involved	Segment
15588737	SC Route	341	8.878	BETHUNE HWY	LUCKNOW RD	0	1	1	8/25/2015 13	1114	SIDESWIPE OPPOSITE DIRECTION	IMPROPER LANE USAGE/CHANGE	2	Bethune Hwy
15530860	SC Route	341	8.886	BETHUNE HWY	LUCKNOW RD	0	0	0	4/4/2015 12:	1637	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	Bethune Hwy
19551560	SC Route	341	8.932	BETHUNE HWY	AIRPORT RD	0	1	1	4/6/2019 12:	2255	NOT COLLISION W/MOTOR VEHICLE	LYING &/OR ILLEGALLY IN ROADWAY	2	Bethune Hwy
16635804	SC Route	341	8.941	BETHUNE HWY	LUCKNOW RD	0	0	0	10/24/2016	45	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1	Bethune Hwy
18624979	SC Route	341	9.012	BETHUNE HWY	LUCKNOW RD	0	0	0	9/9/2018 12:	2105	NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD	1	Bethune Hwy
18624852	SC Route	341	9.043	BETHUNE HWY	LUCKNOW RD	0	0	0	9/9/2018 12:	2105	NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD	1	Bethune Hwy
18508277	SC Route	341	9.239	BETHUNE HWY	AIRPORT RD	0	0	0	1/21/2018 1	1220	ANGLE 3	FAIL TO YIELD R.O.W.	2	Bethune Hwy
16518686	SC Route	341	9.586	BETHUNE HWY	AIRPORT RD	0	0	0	2/24/2016 1	1415	ANGLE 2	MADE AN IMPROPER TURN	2	Bethune Hwy
16576368	SC Route	341	9.668	BETHUNE HWY	SUMTER HWY	0	0	0	6/25/2016 13	500	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1	Bethune Hwy

						# of	# of	Max Injury		Collision			Number of Units	
Crash No	RT Name	RN	MPT	St Name	Base St Name	Fatalities	Injuries	Code	Date	Time	Manner of Collision Name	Probable cause Name	Involved	Segment
15036320	SC Route	341	11.14	E CHURCH ST	MAIN HWY	(0	0	2/16/2015 1	1625	ANGLE 2	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
18008927	SC Route	341	11.14	E CHURCH ST	MAIN ST	(0	0	8/30/2018 1	1018	ANGLE 3	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
14533183	SC Route	341	11.14	E CHURCH ST	MAIN HWY	(0	0	4/17/2014 1	816	BACKED INTO	OTHER IMP. ACT	:	2 SC 341 (Wisacky Hwy)
17028503	SC Route	341	11.14	CHURCH ST	N MAIN ST	(0	0	8/18/2017 1	825	HEAD ON	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
18007655	SC Route	341	11.14	E CHURCH ST	MAIN ST	(0	0	7/31/2018 1	1402	REAR END	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
16027688	SC Route	341	11.14	E CHURCH ST	MAIN ST	(0	0	12/5/2016 1	1545	REAR END	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
14012003	SC Route	341	11.14	CHURCH ST	MAIN ST	(0	0	4/10/2014 1	1646	REAR END	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
19542188	SC Route	341	11.141	E CHURCH ST	N NETTLES ST	(0	0	2/2/2019 12	1540	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	:	2 SC 341 (Wisacky Hwy)
19555714	SC Route	341	11.147	E CHURCH ST	MAIN HWY	() 1	2	4/25/2019 1	1424	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
19574300	SC Route	341	11.152	E CHURCH ST	MAIN HWY	(0	0	5/3/2019 12	1526	ANGLE 1	IMPROPER LANE USAGE/CHANGE		2 SC 341 (Wisacky Hwy)
18662518	SC Route	341	11.186	E CHURCH ST	MAIN HWY	() 1	1	11/15/2018	1210	SIDESWIPE SAME DIRECTION	AGGRESSIVE OPERATION OF VEHICLE		2 SC 341 (Wisacky Hwy)
19542189	SC Route	341	11.206	E CHURCH ST	MAIN HWY	(0	0	2/11/2019 1	1314	SIDESWIPE SAME DIRECTION	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
19564452	SC Route	341	11.225	E CHURCH ST	MAIN HWY	() 1	2	5/9/2019 12	820	REAR END	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
14590910	SC Route	341	11.243	E CHURCH ST	N NETTLES ST	(0	0	9/17/2014 1	2015	REAR END	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
19574301	SC Route	341	11.259	E CHURCH ST	N NETTLES ST	(0	0	6/1/2019 12	1240	REAR END	FOLLOWED TOO CLOSELY		2 SC 341 (Wisacky Hwy)
16010447	SC Route	341	11.28	E CHURCH ST	NETTLE ST	(2	1	5/14/2016 1	1115	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC		2 SC 341 (Wisacky Hwy)
13047687	SC Route	341	11.28	EAST CHURCH	NETTLES	(0	0	10/7/2013 1	847	ANGLE 2	DISREGARDED SIGNS, SIGNALS, ETC		2 SC 341 (Wisacky Hwy)
13047686	SC Route	341	11.28	EAST CHURCH	NETTLES	(0	0	10/8/2013 1	1556	REAR END	FOLLOWED TOO CLOSELY		2 SC 341 (Wisacky Hwy)
13021951	SC Route	341	11.292	CHURCH ST	MAIN ST	() 2	1	5/10/2013 1	943	ANGLE 3	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
16014928	SC Route	341	11.41	EAST CHURCH ST	NORTH LEE ST	(0	0	7/4/2016 12	1813	ANGLE 2	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
17021283	SC Route	341	11.41	EAST CHURCH	LEE ST	(0	0	10/7/2017 1	1650	ANGLE 3	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
18008182	SC Route	341	11.41	E CHURCH ST	S LEE ST	(0	0	8/19/2018 1	1410	ANGLE 3	MADE AN IMPROPER TURN		2 SC 341 (Wisacky Hwy)
13057882	SC Route	341	11.41	E CHRUCH ST	N LEE ST	(0	0	12/29/2013	329	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
18653305	SC Route	341	11.414	E CHURCH ST	N LEE ST	(0	0	10/23/2018	900	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT		2 SC 341 (Wisacky Hwy)
13016761	SC Route	341	11.432	E CHURCH ST	S NETTLES ST	(0	0	4/16/2013 1	1740	ANGLE 2	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
16518729	SC Route	341	11.439	E CHURCH ST	N LEE ST	(0	0	2/20/2016 1	415	REAR END	UNDER THE INFLUENCE		2 SC 341 (Wisacky Hwy)
16011595	SC Route	341	11.51	E CHURCH ST	COUSAR ST	() 2	1	5/30/2016 1	1411	ANGLE 2	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
13046585	SC Route	341	11.51	EAST CHURCH	COUSAR	(0	0	9/27/2013 1	1827	ANGLE 3	DISTRACTED/INATT.		2 SC 341 (Wisacky Hwy)
18000217	SC Route	341	11.51	CHURCH ST	COUSAR ST	(0	0	1/13/2018 1	1100	HEAD ON	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
19552804	SC Route	341		E CHURCH ST	COUSAR ST	(0	0	4/20/2019 1	1420	REAR END	FOLLOWED TOO CLOSELY	_	2 SC 341 (Wisacky Hwy)
	SC Route	341		CHURCH ST	COUSAR ST	(0	0	6/15/2018 1	1300	ANGLE 3	FAIL TO YIELD R.O.W.		2 SC 341 (Wisacky Hwy)
14051088	SC Route	341	11.67		HARIEM ST	() 2	1	7/16/2014 1	1947		DISTRACTED/INATT.	_	2 SC 341 (Wisacky Hwy)
	SC Route	341	11.67		HARLEM STREET	() 1	1	8/31/2015 1	1620	NOT COLLISION W/MOTOR VEHICLE	RAN OFF ROAD		1 SC 341 (Wisacky Hwy)
16011048	SC Route	341	11.67	E CHURCH ST		(0	0	5/20/2016 1		SIDESWIPE SAME DIRECTION	OTHER IMP. ACT		2 SC 341 (Wisacky Hwy)
18000142	SC Route	341	11.833	E CHURCH ST	WOODLAND CIR	(0	0	1/3/2018 12	1540	REAR END	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
17501569	SC Route	341		E CHURCH ST	LONG BRANCH		0	0	1/4/2017 12	1930	NOT COLLISION W/MOTOR VEHICLE	LYING &/OR ILLEGALLY IN ROADWAY	_	2 SC 341 (Wisacky Hwy)
	SC Route	341	11.975	WIISACKY HWY	LONG BRANCH		0	0	10/21/2017		NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD		1 SC 341 (Wisacky Hwy)
16575097	SC Route	341		WISACKY HWY				2	6/22/2016 1		ANGLE 2	WRONG SIDE OR WRONG WAY		2 SC 341 (Wisacky Hwy)
13629035	SC Route	341	12.299	WIISACKY HWY	WAGS DR	() 1	2	12/29/2013	440	HEAD ON	MADE AN IMPROPER TURN		2 SC 341 (Wisacky Hwy)
18553158	SC Route	341		WISACKY HWY	ENGLISH MILL RD		0	0	4/20/2018 1		ANGLE 2	FAIL TO YIELD R.O.W.	_	2 SC 341 (Wisacky Hwy)
17587729	SC Route	341		WISACKY HWY	WAGS DR	(0	7/13/2017 1		REAR END	DRIVING TOO FAST FOR CONDITIONS	_	2 SC 341 (Wisacky Hwy)
16550214	SC Route	341		WISACKY HWY	WAGS DR			2	5/7/2016 12		NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE		1 SC 341 (Wisacky Hwy)
14512145	SC Route	341		WISACKY HWY	WAGS DR			0	2/16/2014 1		NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS		1 SC 341 (Wisacky Hwy)
13535690	SC Route	341		WISACKY HWY	MANTON RD			1	5/6/2013 12		REAR END	DRIVING TOO FAST FOR CONDITIONS	_	2 SC 341 (Wisacky Hwy)
18667127	SC Route	341		WISACKY HWY	MANTON RD			0	11/23/2018		HEAD ON	WRONG SIDE OR WRONG WAY		2 SC 341 (Wisacky Hwy)
13548937	SC Route	341		WISACKY HWY	JORDAN LN			0	6/26/2013 1	1005		DRIVING TOO FAST FOR CONDITIONS	_	2 SC 341 (Wisacky Hwy)
	SC Route	341		WISACKY HWY	MAC STUCKEY RD			0	9/24/2013 1		NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
	SC Route	341		WISACKY HWY	MAC STUCKEY RD			0	10/18/2017		REAR END	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
16553558	SC Route	341		WISACKY HWY	MAC STUCKEY RD			0	5/16/2016 1		REAR END	DRIVING TOO FAST FOR CONDITIONS		2 SC 341 (Wisacky Hwy)
14509817	SC Route	341		WISACKY HWY	INDUSTRIAL BLVD			2	2/8/2014 12		NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	_	1 SC 341 (Wisacky Hwy)
	SC Route	341		WISACKY HWY	JAMES MILL RD		, -	0	7/27/2015 1		NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS		1 SC 341 (Wisacky Hwy)
18673003	SC Route	341		WISACKY HWY	JAMES MILL RD			0	12/5/2018 1		NOT COLLISION W/MOTOR VEHICLE	ANIMAL IN ROAD		1 SC 341 (Wisacky Hwy)
18637866		341		WISACKY HWY	INDUSTRIAL BLVD			0	10/3/2018 1		NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS		1 SC 341 (Wisacky Hwy)
	SC Route	341		WISACKY HWY	INDUSTRIAL BLVD		1	1	2/19/2015 1		NOT COLLISION W/MOTOR VEHICLE	AGGRESSIVE OPERATION OF VEHICLE		1 SC 341 (Wisacky Hwy)

13572909 SC Route	341	13.788	WISACKY HWY	INDUSTRIAL BLVD	0	0	0	8/14/2013 1	2300	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1 SC 341 (Wisacky Hwy)
17571181 SC Route	341	13.84	WISACKY HWY	FRONTAGE W RD	0	0	0	6/7/2017 12	1100	SIDESWIPE SAME DIRECTION	DRIVING TOO FAST FOR CONDITIONS	2 SC 341 (Wisacky Hwy)
16558160 SC Route	341	13.853	WISACKY HWY	MYRTLE LN	0	0	0	5/19/2016 1	1300	REAR END	DRIVING TOO FAST FOR CONDITIONS	2 SC 341 (Wisacky Hwy)
19508389 SC Route	341	13.947	WISACKY HWY	MYRTLE LN	0	0	0	1/24/2019 1	2215	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1 SC 341 (Wisacky Hwy)
14618778 SC Route	341	14.05	WISACKY HWY	RED BELLY LN	0	0	0	11/19/2014	915	REAR END	DRIVING TOO FAST FOR CONDITIONS	2 SC 341 (Wisacky Hwy)
19514100 SC Route	341	14.054	WISACKY HWY	RED BELLY LN	0	0	0	2/3/2019 12	1250	ANGLE 1	FAIL TO YIELD R.O.W.	2 SC 341 (Wisacky Hwy)
17542069 SC Route	341	14.066	WISACKY HWY	RED BELLY LN	0	0	0	4/6/2017 12	1215	HEAD ON	MADE AN IMPROPER TURN	2 SC 341 (Wisacky Hwy)
15583421 SC Route	341	14.068	WISACKY HWY	RED BELLY LN	0	1	1	8/10/2015 1	1750	REAR END	DRIVING TOO FAST FOR CONDITIONS	2 SC 341 (Wisacky Hwy)
19576588 SC Route	341	14.077	WISACKY HWY	RED BELLY LN	0	5	1	5/25/2019 1	2007	ANGLE 3	FAIL TO YIELD R.O.W.	2 SC 341 (Wisacky Hwy)
18521399 SC Route	341	14.113	WISACKY HWY	RED BELLY LN	0	1	1	2/25/2018 1	1609	NOT COLLISION W/MOTOR VEHICLE	DRIVING TOO FAST FOR CONDITIONS	1 SC 341 (Wisacky Hwy)
13624907 SC Route	341	14.117	WISACKY HWY	MYRTLE LN	0	1	1	12/14/2013	1720	ANGLE 3	MADE AN IMPROPER TURN	2 SC 341 (Wisacky Hwy)
13506105 SC Route	341	14.147	WISACKY HWY	RED BELLY LN	0	6	1	1/25/2013 1	1545	REAR END	DRIVING TOO FAST FOR CONDITIONS	3 SC 341 (Wisacky Hwy)
15574066 SC Route	341	14.163	WISACKY HWY		0	0	0	7/18/2015 1	500	NOT COLLISION W/MOTOR VEHICLE	UNDER THE INFLUENCE	1 SC 341 (Wisacky Hwy)
16618681 SC Route	341	14.174	WISACKY HWY	FRONTAGE DR	0	0	0	9/23/2016 1	2020	ANGLE 3	MADE AN IMPROPER TURN	2 SC 341 (Wisacky Hwy)

Truck Crashes

								Max		o III :			Number of	
Corah Na	DT No.	DA1	AADT	Ch Niesse	Dana Ch Nama	# of	# of	Injury		Collision	Adama and Callisian Name	Duck abla assess Name	Units	Link Tona None
						Fatalities	Injuries	Code		_	Manner of Collision Name	Probable cause Name	Involved	Unit-Type Name
		15		SUMTER HWY	BROAD ACRES RD	0	2	3	7/23/2014		HEAD ON	WRONG SIDE OR WRONG WAY		2 TRUCK TRACTOR
18662544		15			PIEDMONT RD	0		0	11/8/2018		ANGLE 3	MADE AN IMPROPER TURN		2 TRUCK TRACTOR
15598263		15			MACTONISH RD	0	C	0	9/9/2015 1		REAR END	DRIVING TOO FAST FOR CONDITIONS		2 OTHER TRUCK
	US Route	15		SUMTER HWY	ST CHARLES RD	0	C	0	5/2/2017 1		BACKED INTO	OTHER IMP. ACT		2 TRUCK TRACTOR
16507199		15		MAIN ST		0	1	. 1	1/7/2016 1		ANGLE 2	FAIL TO YIELD R.O.W.		2 TRUCK TRACTOR
13035398	US Route	15	10.56	SOUTH	BRADLEY AVE	0	3	1	7/3/2013 1	1352	SIDESWIPE SAME DIRECTION	DISREGARDED SIGNS, SIGNALS, ETC		2 TRUCK TRACTOR
16007195		15			BRADLEY AVE	0	C	0	4/2/2016 1		ANGLE 1	FAIL TO YIELD R.O.W.		2 OTHER TRUCK
16023371	US Route	15	10.704	S MAIN ST	HARRIS ST	0	C	0	10/12/2016		NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT		1 TRUCK TRACTOR
13024021	US Route	15	10.739	S MAIN ST	RIDGE ST	0	C	0	6/4/2013 1	935	NOT COLLISION W/MOTOR VEHICLE	OTHER IMP. ACT		1 TRUCK TRACTOR
19542194	US Route	15	11.021	MAIN HWY	E CHURCH ST	0	C	0	3/12/2019	1210	BACKED INTO	OTHER IMP. ACT		2 TRUCK TRACTOR
18005651	US Route	15	11.03	E CHURCH ST	N NETTLES ST	0	C	0	5/29/2018	1653	ANGLE 3	IMPROPER LANE USAGE/CHANGE		2 TRUCK TRACTOR
18005601	US Route	15	11.038	MAIN ST	CHURCH ST	0	2	1	6/1/2018 1	1210	ANGLE 3	OTHER IMP. ACT		2 TRUCK TRACTOR
17028190	US Route	15	11.1	N MAIN ST	E COUNCIL ST	0	C	0	10/9/2017	1318	REAR END	DISTRACTED/INATT.		2 TRUCK TRACTOR
18005285	US Route	15	11.21	N MAIN STREET	CEDAR LN	0	1	. 1	5/24/2018	1018	REAR END	DRIVING TOO FAST FOR CONDITIONS		3 TRUCK TRACTOR
18012601	US Route	15	11.32	NORTH MAIN	DURANT ST	0	C	0	12/17/2018	1229	REAR-TO-REAR	FOLLOWED TOO CLOSELY		2 TRUCK TRACTOR
14050301	US Route	15	11.61	N MAIN ST	E COLLEGE ST	0	C	0	11/18/2014	2044	ANGLE 2	BRAKES		2 TRUCK TRACTOR
18004196	US Route	15	11.616	MAIN ST	W COLLAGE AVE	0	C	0	4/27/2018	1300	NOT COLLISION W/MOTOR VEHICLE	MADE AN IMPROPER TURN		1 TRUCK TRACTOR
17663199	US Route	15	12.27	N MAIN ST	DIXON DR	0	1	. 1	11/1/2017	1525	ANGLE 2	FAIL TO YIELD R.O.W.		2 TRUCK TRACTOR
17567620	US Route	15	12.42	SUMTER HWY	BETHUNE HWY	0	C	0	5/31/2017	800	REAR END	DRIVING TOO FAST FOR CONDITIONS		2 TRUCK TRACTOR
17550787	US Route	15	12.426	HARTSVILLE HWY	BETHUNE HWY	0	C	0	4/26/2017	900	ANGLE 3	IMPROPER LANE USAGE/CHANGE		2 TRUCK TRACTOR
15547554	US Route	15	12.455		BETHUNE HWY	0	C	0	5/14/2015	40	ANGLE 2	UNDER THE INFLUENCE		2 TRUCK TRACTOR
14533183	SC Route	341	11.14	E CHURCH ST	MAIN HWY	0	C	0	4/17/2014	816	BACKED INTO	OTHER IMP. ACT		2 OTHER TRUCK
18008927	SC Route	341	11.14	E CHURCH ST	MAIN ST	0	C	0	8/30/2018	1018	ANGLE 3	FAIL TO YIELD R.O.W.		2 TRUCK TRACTOR
19542188	SC Route	341	11.141	E CHURCH ST	N NETTLES ST	0	C	0	2/2/2019 1	1540	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2 TRUCK TRACTO	
19555714	SC Route	341	11.147	E CHURCH ST	MAIN HWY	0	1	. 2	4/25/2019	1424	SIDESWIPE SAME DIRECTION	FAIL TO YIELD R.O.W.	2 OTHER TRUCK	
16011048	SC Route	341	11.67	E CHURCH ST		0	C	0	5/20/2016	1300	SIDESWIPE SAME DIRECTION	OTHER IMP. ACT		2 TRUCK TRACTOR

APPENDIX H

Rail Crossing Data



Location: Railroad & Church St

Site Code: 15087813 **Date**: 10/2/2019

Arrival	Departure
9:44:20 AM	9:46:39 AM
11:12:04 AM	11:15:38 AM

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Form. For private hig pedestrian station grants I and II, and the	shway-rail ade cross Submissi n Informa	I grade cross ings), comple on Information otion section.	ings, comp ete the Hea on section. I For chang	lete the He der, Parts I For grade-se es to existir	ader, Pa and II, eparated ng data,	arts I and and the S d highway complet	II, a Subm -rail o	nd the Suission Information Header,	ubmission Informati ormation section. Fr ay crossings (includin Part I Items 1-3, an	on section. For or Private pathon of pedestrian stands the Submiss	public pa way grade ation cros ion Inform	thway g crossing sings), co nation se	lete the entire inventory rade crossings (including gs, complete the Header, part ection, in addition to the enotes an optional field.	
A. Revision Date	E	3. Reporting	Agency	C. F	leason f	for Updat	e (Sei	lect only d	one)				D. DOT Crossing	
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		X Railroad	☐ Tra		Change				Closed	☐ No Train	☐ Qui		Inventory Number	
10 / 20 / 2010	[☐ State	□ Oth	Dat ner	a Re-Oper	n 🗆 🗈	ssing Oate nge C		Change in Primary	Traffic ☐ Admin. Correction	Zone (Jpdate	632902A	
				Part I: L	ocati				tion Information					
1. Primary Operating		RAL RAILRO	DAD COMI			2. State		ROLINA		3. County LEE				
4. City / Municipality				et/Road Na DEMY RD		Block Nun	nber	1		6. Highway T	ype & No.	•		
□ Near BISHOP	VILLE		(Stree	et/Road Nai	ne)			* (Bloc	k Number)	S-331				
7. Do Other Railroads If Yes, Specify RR	operate	a Separate 1	Frack at Cro	ssing? 🗆 Y	'es 🗷	No		Oo Other f Yes, Spe	Railroads Operate (cify RR	Over Your Track	at Crossin	ng? □Y	es 🗷 No	
9. Railroad Division o	r Region		10. Railro	ad Subdivisi	ion or D	istrict		11. Bra	nch or Line Name		12. RR I	Milepost		
□ None COAST	AL		□ None	HARTS	VILLE			☐ None	s SJA					
13. Line Segment		14. Nea	rest RR Tim	etable	15	. Parent l	RR (ij			16. Cross	(prefix) (nnnn.nnn) (suffix) sing Owner (if applicable)			
*		Station	* PVILLE			N1 / A				□ N1/A	SCRF			
17. Crossing Type	18. Cros	sing Purpose		ssing Position		N/A 20. Publi	c Acc	ess	21. Type of Train	_	00111	2	2. Average Passenger	
, , , , , , , , , , , , , , , , , , ,	■ Highv	vay	■ At G	-		(if Private			■ Freight	☐ Trans	it		rain Count Per Day	
■ Public		vay, Ped.	□ RR U			☐ Yes			☐ Intercity Passen	0	d Use Tran		☐ Less Than One Per Day ☐ Number Per Day 0	
☐ Private 23. Type of Land Use	☐ Statio	n, rea.	☐ RR C	iver		□ No			☐ Commuter	□ Touri	st/Other		□ Number Per Day <u>□</u>	
☐ Open Space	☐ Farm		idential	☐ Comr	nercial		ndus	trial	■ Institutional	☐ Recreat	ional	□ RR	Yard	
24. Is there an Adjace	ent Crossi	ng with a Se _l	parate Num	ber?		25. Q	uiet 2	Zone (FR	RA provided)					
☐ Yes ■ No If `	res. Provi	de Crossing N	lumber			l ⊠ No	, \sqcap	24 Hr	☐ Partial ☐ Chica	ago Excused	Date F	Stablish	ed	
26. HSR Corridor ID				imal degree	s				e in decimal degree	0	2466		/Long Source	
	Fe NI/A	(MCCO)		34	1.22499	950	(14/	CC04 -+-1.).2323990		™ ∧	al	
30.A. Railroad Use	_ ⊠ N/A *	(WG384	1 std: nn.nı	inninni)			(/ / /		-nnn.nnnnnnn) ⁻⁸⁰ tate Use *			■ Actu	al Estimated	
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	k							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rain	lroad Use,) *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi	cation Te	lephone No.	(posted)	34. Ra	ilroad C	Contact (7	ГеІері	hone No.)		35. State Co	ntact (Tel	ephone I	No.)	
800-800-3490				800-8	300-349	90				803-737-16	524			
					Part	II: Rai	lroa	d Infor	mation					
1. Estimated Number of Daily Train Movements														
1.A. Total Day Thru T (6 AM to 6 PM) 2	rains		otal Night T to 6 AM)	hru Trains	1.C.	Total Swit	ching	g Trains	1.D. Total Transi	t Trains	One Mo		s Than Per Day s per week? 20	
2. Year of Train Count	Data (YY	YY)		3. Speed o								,		
2018				3.A. Maxim					0 nph) From <u>5</u>	to _10				
4. Type and Count of	Tracks			э.в. туріса	, speed	Mange U	rei Cr	ussilig (M	ipiij 110iii <u>~</u>	10 19				
	Siding 0	Y	ard 0	Tran	ısit 0		Indu	ustry 0						
5. Train Detection (M						_								
☐ Constant Warn 6. Is Track Signaled?	ing Time	☐ Motion	Detection	□AFO □		☐ DC Event Rec			None		70.0	omoto !	lealth Monitoring	
☐ Yes ■ No						Yes \square						Yes [

U. S. DOT CROSSING INVENTORY FORM

A. Revision Date (Nation 10/26/2018	ЛМ/DD/YYYY)					P	AGE 2			D . 632	Crossing Inve	ntory Nun	n ber (7 c	har.,	1
	Part III: Highway or Pathway Traffic Control Device Information Are there 2. Types of Passive Traffic Control Devices associated with the Crossing														
1. Are there	2. Types of Pa	ssive Tr	affic Con	trol Devices a	ssociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuc			OP Signs (R1-1		-	ns <i>(R1-2)</i>	2.D. Advan	ce Wa	rning S				e cou	<i>int)</i> ■ None
■ Yes □ No	Assemblies (co	ount)	(count) 2		(cou	nt)		□ W10-1 _ □ W10-2 _				3 1			11 12
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings				nnelization Medians			2.H. EXEMP [*] (R15-3)	T Sign	2.I. ENS	_	n (I-13)
Yes (count)		p Lines Xing Sym		namic En	velope	☐ All Ap	proaches	□ Med		☐ Yes ☐ No		¥ Yes □ No		
2.J. Other MUTCD S	Signs		Yes 🗷 N		One			ate Crossing			hanced Signs	(List types			
Specify Type Specify Type			unt unt				Signs (if				J		•		
Specify Type			unt				⊔ Yes	⊔ NO							
3. Types of Train A	ctivated Warnin	g Devic	es at the	Grade Crossir	ng (specify	count o	f each dev	ice for all that	apply	<i>')</i>					
3.A. Gate Arms	3.B. Gate Con	figuratio	n				<i>ged)</i> Flashi	ng Light			Mounted Flas	hing Lights			. Total Count of
(count)	☐ 2 Quad	☐ Full	(Barrier)		res <i>(count</i> affic Lane		□ Ir	ncandescent	,	,	nasts) <u>0</u> escent	 		Fla	shing Light Pairs
Roadway 0	☐ 3 Quad	Resista	ince							Back Lig	thts Included	☐ Side	•	0	
Pedestrian	☐ 4 Quad	□ Med	dian Gate	s Not Ove	er Traffic l	Lane <u>U</u>	_	ED				Include			
3.F. Installation Dat Active Warning Dev		/)		3.G. Waysid	e Horn					3.H. F	Highway Traffi	c Signals C	ontrollin	g	3.I. Bells
/	' ' _	Not Rec	quired		nstalled o	n <i>(MM/Y</i>	YYY)	_/	_		s ⊠ No				(count) 0
3.J. Non-Train Active Warning Glagging/Flagman Ganually Operated Signals Watchman Floodlighting None Specify type Specify type															
4.A. Does nearby H	wy 4.B. Hwy	Traffic S	Signal	4.C. Hwy Tra	iffic Signa	l Preemp	tion	5. Highway Ti	raffic F	re-Sigr	nals	6. Highw	ay Monit	torin	g Devices
Intersection have Traffic Signals?	Intercon		nactad					☐ Yes ☐ I	No			(Check al			Recording
Traffic Signais:	☐ For Tr			☐ Simultan	eous			Storage Dista	nce *				-		ence Detection
☐ Yes 🗷 No	☐ For W	arning S	Signs	☐ Advance				Stop Line Dist	tance '	*		☐ None			
						<u> </u>		racteristic	S						
Traffic Lanes Cro. Number of Lanes		☐ Two	-way Tra	ffic	Paved?	•	athway □ No		ack Ru ∃Yes		n a Street?	lights wi	thin appi	rox.	ated? (Street 50 feet from ■ No
Crossing Surface										_ Wie					
☐ 1 Timber 🗷 ☐ 8 Unconsolidate	2 Asphalt \square	3 Asph	nalt and T	imber 🗌 4	Concrete			and Rubber			er 🗆 7 Me	tal -			
6. Intersecting Roa	dway within 500) feet?					7. Smalle	est Crossing Ar	ngle			8. Is Co	mmercia	l Po	wer Available? *
☐ Yes ▼ No	If Yes, Approxin	nate Dis	tance <i>(fee</i>	et)		_	□ 0° – 2	9° □ 30°-	- 59°	X	60° - 90°		■ Yes	5	□ No
				Pa	rt V: P	ublic H	lighway	Informati	ion						
1. Highway System			2.	Functional Cla	assification ■ (0) Rui			ng		Is Cross stem?	sing on State I	Highway	4. H 35		way Speed Limit MPH
	tate Highway Sy			(1) Interstate				r Collector			□ No	4		Post	ed 🗆 Statutory
, ,	Nat Hwy Syster al AID, Not NHS			(2) Other Fre	,	•	•	r Collector			Referencing S	ystem <i>(LRS</i>	S Route II	D) *	
🗷 (08) Non-F				(4) Minor Art	-	X	(7) Local			LRS Mi	lepost *				
7. Annual Average Year 2004 AA	Daily Traffic (AAD) DT 000680	A <i>DT)</i> 	8. Estin	nated Percent	Trucks %	9. Reg □ Yes		d by School Bu Average Nui		oer Day	, 0	_ 10. □ Y	_	ncy S No	Services Route
Submi	ission Infori	matio	n - This	informatio	n is use	d for ac	lministro	ative purpos	ses ai	nd is r	not availabl	e on the	public	wel	bsite.
Submitted by				Organ	ization						Phone		٦	Date	
Public reporting bu	rden for this info	ormatio	n collection			ge 30 mi	inutes per	response, incl	uding :	the tim		ng instructi			g existing data
sources, gathering a agency may not con	and maintaining	the dat	a needed	and completi	ng and re	viewing t	the collect	ion of informa	tion. /	Accordi	ing to the Pap	erwork Re	duction A	Act o	f 1995, a federal
displays a currently												_	-		
other aspect of this Washington, DC 20		unig 101		; uns burden t	o: inform	iation C0	mection O	ncer, rederal	ndilf0	au Aum	minstration, 12		ersey AV6	:. 3E,	, IVI 3- 23

U. S. DOT CROSSING INVENTORY FORM

DEPARTMENT OF TRANSPORTATION

FEDERAL RAILROAD ADMINISTRATION OMB No. 2130-0017

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ighway-rai rade cross e Submissi on Informa	il grade crossi sings), comple ion Informatio ation section.	ings, comp ete the Hea on section. I For change	olete the Ho ader, Parts For grade-s ges to exist	leader, I and separa ting da	Parts I and II, and the Sated highwayata, complete	II, an Submis -rail o e the	nd the Su ssion Info or pathwa Header,	ubmission Informatic ormation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For por Private pathwing pedestrian stand	public pat vay grade o ation cross on Informa	chway gr crossing sings), co ation se	rade cros gs, comple omplete t ection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting A	· ·			on for Update	•	′_	_ ′	- .				Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra		l Chang ata	9	lew ssing	L	Closed	☐ No Train Traffic	☐ Quie Zone U		Invento	ory Number
		☐ State	□ Otl		Re-Op	pen 🗆 D	_		Change in Primary	☐ Admin. Correction		Post	632903	3G
				Part I:	Loca	tion and	Clas		ion Informatio	on				
1. Primary Operating SOUTH CAROLIN						2. State SOUTH		ROLINA		3. County LEE				
4. City / Municipality ■ In	1			eet/Road N LLEGE ST		& Block Num	ıber	I		6. Highway Ty	rpe & No.			
□ Near BISHOP				et/Road No					k Number)	S-62				
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate Ti	rack at Cro	ssing?	Yes [X No		Yes, Spe	Railroads Operate O cify RR	ver Your Track a	at Crossing	g? □ Y	es 🗷 No)
9. Railroad Division o	or Region		10. Railro	oad Subdivi	sion o	r District		11. Brai	nch or Line Name		12. RR IV	/iilepost 0329.		
□ None COAST	ΓAL		☐ None	HARTS				□ None			(prefix)	<u> </u>		(suffix)
13. Line Segment 14. Nearest RR Timetable 15. Parent RR (if applicable) 16. Crossing On Station *											ig Owner	(if applic	cable)	
BISHOPVILLE IN/A CRF														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
Image: Big Highway Image: B											•			
☐ Pathway, Ped. ☐ RR Onder ☐ Yes ☐ Intercity Passenger ☐ Shared Use Transit ☐ Less Than C ☐ Private ☐ Station, Ped. ☐ RR Over ☐ No ☐ Commuter ☐ Tourist/Other ☐ Number Pe											_ ′			
23. Type of Land Use		,									4			,
☐ Open Space	☐ Farm		idential	☐ Com	nmerci		ndust		☐ Institutional	☐ Recreation	onal	□ RR `	Yard	
24. Is there an Adjac	ent Cross	ing with a Sep	arate Num	iber?		25. QI	uiet Z	one (FR	RA provided)					
☐ Yes ■ No If	Yes, Prov	ide Crossing N	umber			No		24 Hr	☐ Partial ☐ Chica	igo Excused	Date Es	stablishe	ed	
26. HSR Corridor ID		27. Latit	ude in dec	imal degre	es		28. I	Longitud	e in decimal degrees	<u> </u>		29. Lat/	/Long Sou	ırce
	■ N/A	(WGS84	std: nn.nı	nnnnnn) ?	34.221	4970	/WC	3584 std:	-nnn.nnnnnnn) -80	.2390520	1	■ Actu	ıal ∐ I	Estimated
30.A. Railroad Use	*	11	<u> </u>	<i></i>		L	1,		tate Use *		<u>_</u>		<u>ui _</u>	250
30.B. Railroad Use	*								tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*								tate Use *					
32.A. Narrative (Rai		,							larrative (State Use)					
33. Emergency Notifi 800-800-3490	ication Te	lephone No. (posted)			d Contact (To	eleph	one No.)		35. State Con 803-737-162	•	:phone I	Vo.)	
800-800-3490				000-	-800-3			1		003-131-102	24			
	12 11				Pa	art II: Rail	roac	d Intor	mation					
1. Estimated Number 1.A. Total Day Thru T				Thru Trains	. I 1	C Total Swit	ching	Trains	1.D. Total Transit	Trainc	1.E. Che	ok if I oc	-c Than	
(6 AM to 6 PM) 2	ldilis		to 6 AM)	, IIIU TTams	0	.C. Total Swito	CHILIE	Hams	0	. Italiis	One Mo	vement	s man : Per Day is per wee	□ _{ek?} 20
2. Year of Train Coun	t Data (Y)	(YY)		•		in at Crossing	-	11						<u> </u>
2018						Timetable Sp			oph) From 5	to 10				
4. Type and Count of	Tracks			3.D. 1 ypic	ai Spc.	eu nange ov	CICIO	7331116 (111	<i>pn</i> 110m <u>-</u>	10				
	Siding 0		ard 0	Tra	ansit 0)	Indu	ıstry 0						
5. Train Detection (M		,,	Detection				_ 0+		••••					_
☐ Constant Warr 6. Is Track Signaled?		☐ MOTION	Detection	□AFO [_	C □ DC □ A. Event Reco	□ Ot order		None		T 7.B. R€	-mote H	lealth Mo	nitoring
☐ Yes ■ No						☐ Yes ☐						Yes 🗆		

A. Revision Date (A 10/26/2018	ЛМ/DD/YYYY)					P	AGE 2			D . 632	Crossing Inve	ntory Nun	n ber (7 c	har.,	1
			Part III	: Highway	or Pat	hway	Traffic (Control De	vice	Info	rmation				
1. Are there	2. Types of Pa	ssive Tr	affic Con	trol Devices as	sociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuck		2.B. ST0	OP Signs (R1-1)		_	gns <i>(R1-2)</i>	2.D. Advan	ce Wa	rning S	igns (Check al			e cou	<i>int)</i> ■ None
■ Yes □ No	Assemblies (co	ount)	(count) 2		(cou	nt)		□ W10-1 _ □ W10-2 _				3 1			11 12
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings				nnelization Medians			2.H. EXEMP [*] (R15-3)	T Sign	2.I. ENS	_	n (I-13)
Yes (count)		p Lines Xing Sym		namic En	velope	-	proaches [□ Med		☐ Yes ☐ No		¥ Yes □ No		
2.J. Other MUTCD S	Signs		Yes 🗷 N		JIIC			ate Crossing			hanced Signs	(List types			
Specify Type Specify Type			unt unt				Signs (if ☐				J		•		
Specify Type			unt				□ res	⊔ NO							
3. Types of Train A	ctivated Warnin	g Devic	es at the	Grade Crossin	g (specify	count o	f each dev	ice for all that							
3.A. Gate Arms (count)	3.B. Gate Conf	figuratio	n		tilevered es <i>(count</i>		<i>ged)</i> Flashi	ng Light			Mounted Flasi nasts) 0	hing Lights	;		E. Total Count of shing Light Pairs
, ,	☐ 2 Quad	☐ Full	(Barrier)		affic Lane	•	🗆 Ir	candescent		ncande	scent	 □ LED		1 10	Simig Light Full 3
Roadway <u>0</u> Pedestrian	☐ 3 Quad ☐ 4 Quad	Resista Med	ince dian Gate	s Not Ove	r Traffic l	ane 0	🗆 LI	ĒD		Back Lig	thts Included	☐ Side Include	•	0	
3.F. Installation Dat	e of Current			3.G. Wayside	Horn					3.H. F	Highway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev	, ,	<i>')</i> Not Req	uired	☐ Yes Ir	stalled o	n <i>(MM/Y</i>	YYY)		_	Cross	ing s I No				(count)
3.J. Non-Train Activ		- Trot neg	lanca	□ No					2 1/				na Douis	25	U
☐ Flagging/Flagma	•	perated	Signals	☐ Watchman	☐ Flood	lighting	□ None			int 0	Flashing LightS		-		
4.A. Does nearby H Intersection have	wy 4.B. Hwy Interconr		Signal	4.C. Hwy Tra	ffic Signa	l Preemp	otion	5. Highway Tr ☐ Yes ☐ I		re-Sigr	nals	6. Highw (Check al	•		g Devices
Traffic Signals?	■ Not In	nterconn										☐ Yes -	Photo/Vi	deo	Recording
☐ Yes 🗷 No	☐ For Tr ☐ For W	_		☐ Simultan	eous			Storage Dista Stop Line Dist				☐ Yes − ☐ None		Pres	ence Detection
			-	ı	Part IV	: Physi	ical Cha	racteristic							
1. Traffic Lanes Cro						adway/P	athway	3. Does Tr	ack Ru	ın Dow	n a Street?		_		ated? (Street
Number of Lanes	2	☐ Divi	o-way Tra ded Traffi	c			□ No		Yes	X	No	_			50 feet from ■ No
5. Crossing Surface								/					Length *		
☐ 1 Timber ■ ☐ 8 Unconsolidate							Concrete	and Rubber		KUDDE	er 🗆 / Me	- -			
6. Intersecting Roa	dway within 500) feet?					7. Smalle	est Crossing Ar	igle			8. Is Co	mmercia	l Po	wer Available? *
☐ Yes 🗷 No	If Yes, Approxin	nate Dist	tance <i>(fee</i>	et)		_	□ 0° – 2	9° □ 30°-	- 59°	X	60° - 90°		■ Yes	;	□ No
				Pa	rt V: P	ublic H	lighway	Informati	on						
1. Highway System			2.	Functional Cla				ng			sing on State I	Highway	4. H 45		way Speed Limit
☐ (01) Inters	tate Highway Sy	stem		(1) Interstate				r Collector		stem? Yes	□ No			Post	MPH ed □ Statutory
, ,	Nat Hwy Systen al AID, Not NHS	n (NHS)		(2) Other Fre (3) Other Prin	,	•	•	r Collector	5.	Linear	Referencing S	ystem (LRS	Route II	D) *	
☑ (08) Non-F	•			(4) Minor Art			(7) Local	Concetor	6.	LRS Mi	lepost *				
7. Annual Average Year 2004 AA	Daily Traffic (AAD) DT 000575	ADT) 	8. Estin	nated Percent	Trucks _ [%]	9. Reg	, ,	d by School Bu Average Nur		oer Day	3	_ 10. □ Y	_	ncy S 3 No	Services Route
Submi	ission Infori	matio	n - This	informatio	ı is used	d for ac	dministra	itive purpos	es ai	nd is r	not availabl	e on the	public	wei	bsite.
Submitted by				Organi							Phone			ate	
Public reporting but sources, gathering a															
agency may not cor	nduct or sponso	r, and a	person is	not required t	o, nor sh	all a pers	on be subj	ect to a penal	y for t	failure	to comply wit	h, a collect	ion of in	form	ation unless it
displays a currently other aspect of this												_	-		
Washington, DC 20		5						,			,		,	,	

DEPARTMENT OF TRANSPORTATION

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ighway-rai rade cross e Submissi on Informa	ail grade crossi ssings), comple sion Informatio nation section.	ings, compete the Headon section. For chang	olete the Ho ader, Parts For grade-s ges to exist	leader, I and separa ting da	, Parts I and II, and the Sated highway ata, complete	II, ar Submi 7-rail o e the	nd the Suission Info or pathwa Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, ar	on section. For or Private pathwing pedestrian stand the Submission	public pat vay grade ation cross on Inform	thway go crossing sings), co nation se	rade cros gs, comple omplete t ection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting A	· ·	_		on for Update		, , ,	/					Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra		l Chang ata	0	lew ssing	L	Closed	☐ No Train Traffic	☐ Qui Zone L	et Jpdate	Invento	ory Number
		☐ State	□ Ot		Re-Op	pen 🗆 D	_		☐ Change in Primary Operating RR			, pu	632904	‡N
				Part I:	Loca	ition and	Cla		tion Information	on				
1. Primary Operating SOUTH CAROLIN								ROLINA		3. County LEE				
4. City / Municipality	-		DAV	VIŚ ST		& Block Num	ıber			6. Highway Ty	ype & No.			
Near BISHOP		- Camprato T		et/Road No		To No.	0 [k Number)	S-156	-+ Crossin	-2 DV	′ 🖼 N/	-
7. Do Other Railroad If Yes, Specify RR	s Operau	e a Separate i	rack at Cro	ssing:	Yes	L X NO		f Yes, Spe	Railroads Operate C cify RR	Over Your Track	at Crossin	g! ⊔ ī	es La inc)
9. Railroad Division o	Ū	<u> </u>	10. Railro	oad Subdivi				11. Bra	nch or Line Name		12. RR N	Milepost 0329.		
□ None COAST	ΓAL		☐ None	HARTS	SVILL			□ None			,,,,	(nnnn		(suffix)
13. Line Segment * Station * BISHOPVILLE TAILOR TAI														
BISHOPVILLE IN N/A CRF														
17. Crossing Type														
™ Public		iway iway, Ped.	L × At G			(if Private ☐ Yes	Cross	sing)			t d Use Trar			nt Per Day an One Per Day
☐ Private		ion, Ped.	□ RR C			□ No			☐ Commuter	☐ Touris				r Per Day
23. Type of Land Use											_			
☐ Open Space 24. Is there an Adjace	☐ Farm		idential	Com	nmerci		ndust		☐ Institutional RA provided)	☐ Recreation	onal	□ RR	Yard	
24. IS there an Aujac	ent Cross	ING WILLI a Seh	arate mun	iber r		25. Q	uiet 2	zone (rn	:A provideuj					
	-	vide Crossing N				No				ago Excused	Date E	stablishe		
26. HSR Corridor ID		27. Latit	ude in dec	imal degre	es		28.	Longitud	le in decimal degree	es		29. Lat/	/Long Sou	ırce
l	_ X N/A	(WGS84	std: nn.nı	nnnnnn) ³	34.220)0930	(WC	GS84 std:	-nnn.nnnnnnn) -80	0.2407840	[■ Actu	ıal 🗆 !	Estimated
30.A. Railroad Use	*								State Use *					
30.B. Railroad Use									itate Use *					
30.C. Railroad Use	*								tate Use *					
30.D. Railroad Use	*								State Use *					
32.A. Narrative (Rai		<u></u>	· · · · · · · · · · · ·			/2			Narrative (State Use)		· - /T-1		· 1	
33. Emergency Notifi 800-800-3490	ication 16	elephone No. ((postea)		-800-3	d Contact <i>(T</i> 3490	⁻ elepn	10ne No.)		35. State Cor 803-737-163	,	ephone i	No.)	
						art II: Rail	raa	d Infor	mation					
1. Estimated Number	r of Daily	Train Movemo	ents		Га	Ift III. Naii	lUa	a mioi	Mation					
1.A. Total Day Thru T				Thru Trains	1.	.C. Total Swit	ching	z Trains	1.D. Total Transit	t Trains	1.E. Che	eck if Les	ss Than	
(6 AM to 6 PM) 2			to 6 AM)		0				0		One Mo	ovement	t Per Day ns per wee	ek? <u>20</u>
2. Year of Train Coun	t Data (Y)	ryy)		•		in at Crossing Timetable Sp	-	(mnh) 11	0	<u> </u>				
2018									nph) From 5	to 10				
4. Type and Count of	Tracks				-	_								
	Siding 0		ard <u>0</u>	Tra	ansit 0)	Indu	ustry 0						
5. Train Detection (M ☐ Constant Warr		,,	Detection	□AFO [□ PT(C 🗆 DC	□ Ot	ther 🕱	None					
6. Is Track Signaled?		- Wiotion	Detection			A. Event Reco			None		7.B. R	emote F	Health Mo	nitoring
☐ Yes 🗷 No						☐ Yes ☐	No					Yes 🗆] No	_

A. Revision Date (A 10/26/2018	MM/DD/YYYY)					PAG	SE 2		6	D. Crossing Inve	entory Nun	nber (7 c	har.)	
		Part	III: Hig	hway o	r Pathw	ay Tra	affic Co	ontrol De	vice Inf	ormation				
1. Are there	2. Types of Pa	ssive Traffic	Control De	vices asso	iated with	h the Cro	ossing							
Signs or Signals?	2.A. Crossbuck Assemblies (co	ount) (cou	STOP Sign unt)	s (R1-1)	2.C. YIELI (count)	D Signs ((R1-2)	□ W10-1 _		Signs <i>(Check a</i>	ll that appl		count) /10-11	
2.E. Low Ground Cl	2	2.F. Pavem	ont Markir	ngc .		2	G Chan	□ W10-2 _ nelization		☐ W10-4		•	/10-12 S Sign <i>(I-1</i> .	21
(W10-5)	· ·					De	evices/N	1edians	¬	(R15-3)	i Sigii	Display	• .	> /
■ Yes (count □ No	/	☐ Stop Lin		☐Dynai ■ None	mic Envelo		All App		☐ Median☐ None	☐ Yes ☐ No		☐ Yes ☐ No		
2.J. Other MUTCD S	Signs	□ Yes	•					e Crossing	2.L. LED	Enhanced Signs	(List types)		
Specify Type							igns <i>(if pı</i> -	•						
Specify Type Specify Type		Count _		-			☐ Yes ☐	No						
3. Types of Train A					pecify cou	ınt of ea	ach devic	e for all that	apply)					
3.A. Gate Arms (count)	3.B. Gate Con		3		vered (or E				3.D. Ma:	t Mounted Flas masts) 0	hing Lights	i		al Count of Light Pairs
, ,	☐ 2 Quad	☐ Full (Barr		Over Traffi		0	□ Inc	andescent	☐ Incan	descent	□ LED			, <u>-</u> .g
Roadway 0 Pedestrian	☐ 3 Quad ☐ 4 Quad	Resistance Median G	iates 1	Not Over T	raffic Lane	0)	☐ Back	ights Included	☐ Side Include	•	0	
3.F. Installation Dat	e of Current		3.G. \	Wayside H	orn				3.H	. Highway Traff	ic Signals C	ontrollin	g 3.I.	Bells
3.F. Installation Date of Current Active Warning Devices: (MM/YYYY) — / Not Required														
4.A. Does nearby H		Traffic Signal	4.C. H	Hwy Traffic	Signal Pre	emption		5. Highway Tr		gnals	_	•	toring Dev	vices
Intersection have Traffic Signals?	Intercon	nection iterconnected	ı					□ Yes □ I	NO		(Check a. ☐ Yes -		<i>pıy)</i> ideo Reco	rding
		affic Signals		multaneou	S			Storage Dista					Presence	Detection
☐ Yes ■ No	□ For W	arning Signs	□ Ac	dvance	-+ IV. Db			top Line Dist			☐ None			
1. Traffic Lanes Cros	ssing Pailroad	□ One way	Fraffic		Is Roadwa	<u> </u>		acteristics		wn a Street?	4 Is Cro	scina Illu	minated?	(Ctroot
Number of Lanes		☐ Two-way ☐ Two-way ☐ Divided T	Traffic		is Roadwa ived? ■ Yes	ay/PatiiN	•			wir a street: ■ No	lights wi	thin appi	rox. 50 fee	et from
Crossing Surface					tion Date *	* (MM/Y	YYYY)		\	Vidth *				
☐ 1 Timber 🗷 ☐ 8 Unconsolidate	•	•			ncrete [□ 5 Co	oncrete a	nd Rubber	□ 6 Rub	ber 🗆 7 Me	etal -			
6. Intersecting Roa	dway within 500) feet?				7.	Smalles	t Crossing Ar	ngle		8. Is Co	mmercia	l Power A	vailable? *
□ Yes 🗷 No	If Yes, Approxin	nate Distance	(feet)				0° – 29°	° □ 30°-	- 59°	ॼ 60° - 90°		■ Yes	. □ N	0
	• •			Part	V: Publi	ic High	hway I	Informati	on					
1. Highway System			2. Function		ication of I 0) Rural		_	<u> </u>	3. Is Cr	ossing on State ?	Highway	4. H 35		peed Limit MPH
	tate Highway Sy		☐ (1) Int	terstate	•	□ (5	5) Major (Collector	¥ Yes	□ No				 ☐ Statutory
	Nat Hwy Syster al AID, Not NHS	n (NHS)			ays and Exp al Arterial	•	•	Collector	5. Linea	r Referencing S	ystem (LRS	Route II	D) *	
■ (08) Non-F	•			inor Arteria			7) Local		6. LRS I	/lilepost *				
7. Annual Average Year <u>2004</u> AA	Daily Traffic <i>(A/</i> DT <u>000655</u>	A <i>DT)</i> 8. E 08	stimated F	Percent Tru		Regulai Yes	•	by School Bu Average Nur		ay <u>1</u>	_ 10. _ □ Y	_	ncy Servic No	es Route
Submi	ssion Infor	mation - 7	his infor	mation is	s used fo	r admi	inistrat	ive purpos	ses and is	not availab	le on the	public	website	·.
Submitted by				Organizat	ion					Dhono		٦	1240	
Submitted by Public reporting but	rden for this info	ormation colle	ection is es	Organizat		O minut	tes ner re	snonse incli	ıding the t	Phone me for reviewir	ng instructi		oate	sting data
sources, gathering a agency may not cor displays a currently other aspect of this Washington, DC 20	and maintaining nduct or sponso valid OMB cont collection, inclu	the data nee r, and a perso rol number.	ded and co n is not red The valid C	ompleting a quired to, i OMB contro	and review nor shall a ol number t	ving the o person b for infor	collectio be subjection of	n of informat ct to a penalt collection is 2	tion. Accorty for failur 2130-0017	ding to the Pap e to comply wit Send commen	erwork Re h, a collect ts regardin	duction A tion of in g this bu	Act of 199 formatior rden estir	5, a federal unless it mate or any

DEPARTMENT OF TRANSPORTATION

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-ra rade cross Submiss n Informa	il grade crossi sings), comple sion Informatic ation section.	ings, comp ete the Hea on section. I For chang	lete the Hea der, Parts I a For grade-se es to existing	ader, Pa and II, a parated g data,	rts I and and the S I highway complete	l II, ai Submi y-rail o	nd the Sulission Info or pathwa Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For por Private pathway pedestrian stand the Submission	oublic path ay grade cr tion crossin on Informat	way gradossings, ligs), comion sect	de cros compl aplete s ion, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting A	• .			•	•	lect only o	,		_			Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra	nnsit ⊠ Cl Data	hange ir		New ssing		Closed	☐ No Train Traffic	☐ Quiet Zone Up		Invent	ory Number
		☐ State	□ Oth		e-Open		osing Date Inge C		Change in Primary	☐ Admin. Correction	ZOIIC Op		63290	5V
				Part I: L	ocatio				ion Informatio					
1. Primary Operating SOUTH CAROLIN.			DAD COMI	PANY, IN		2. State SOUTH		ROLINA		3. County LEE				
4. City / Municipality In	,			eet/Road Na RANT ST	me & B	lock Num	nber	1		6. Highway Ty	pe & No.			
□ Near BISHOP				et/Road Nam					k Number)	S-61				
7. Do Other Railroad If Yes, Specify RR	s Operate	e a Separate T	rack at Cro	ssing? □ Ye	es L x N	10		Do Other I f Yes, Spec	Railroads Operate O cify RR	ver Your Track a	at Crossing?	' ∐ Yes	i LXIN	3
9. Railroad Division o	r Region		10. Railro	ad Subdivisio	on or Di	strict		11. Bran	nch or Line Name		12. RR Mil	epost 0329.88	<u></u> ,	
□ None COAST	ΓAL		☐ None	HARTS	/ILLE		_	☐ None	SJA			(nnnn.n		
13. Line Segment	* Station *													
BISHOPVILLE														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
■ Highway ■ At Grade (if Private Crossing) ■ Freight Transit Train Count Per Day														
■ Public □ Private		iway, Ped. ion, Ped.	□ RR C			□ Yes □ No			☐ Intercity Passeng☐ Commuter	ger □ Snared □ Tourist				r Per Day 0
23. Type of Land Use	!							1						· · · · · · · · · · · · · · · · · · ·
Open Space	☐ Farm		idential	☐ Comm	nercial		Indus		☐ Institutional A provided)	☐ Recreation	nal	□ RR Ya	rd	
24. Is there an Adjaco	ent Cross	ing with a Sep	parate Num	iber?		25. Q	uiet 2	zone (FR	A provided)					
	Yes, Prov	vide Crossing N				ĭ No	_] 24 Hr [go Excused	Date Est			
26. HSR Corridor ID		27. Latit	ude in dec	imal degrees	\$		28.	Longitud	e in decimal degrees	S	2	9. Lat/Lo	ong So	ırce
	_ Ϫ N/A	(WGS84	std: nn.nı	nnnnnn) 34	.21857	80	(W	GS84 std:	-nnn.nnnnnnn) -80.	.2426530	1	Actual		Estimated
30.A. Railroad Use	*								tate Use *					
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. St	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	lroad Use	<u>=)</u> *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi	cation Te	elephone No.	(posted)			•	ГеІерІ	hone No.)		35. State Con	, ,	hone No	p.)	
800-800-3490				800-80	00-349					803-737-162	<u> </u>			
	4 - 11				Part	II: Rail	lroa	d Infor	mation					
1. Estimated Number 1.A. Total Day Thru T			ents otal Night T	Chru Trains	T 1 C T	Total Swit	tching	Trains	1.D. Total Transit	Trains	1.E. Check	if Locc	Than	
(6 AM to 6 PM) 2	141113		to 6 AM)	iliu iraliis	0	otal Swit	.crime	5 11 41113	0	Trains	One Move	ement P	er Day	□ _{ek?} 20
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of				1/						
2018				3.A. Maxim					<i>ph)</i> From 5	to_10				
4. Type and Count of	Tracks			J.B. Typical	эрсси	turige Ov	rei ei	0331118 (111	<i>pny</i> 110m <u></u>	to				
Main <u>1</u>	Siding 0	Yi	ard 0	Trans	sit 0		Indı	ustry 0						
5. Train Detection (M		,,	Datastian		DTC	□ pc			Name					
☐ Constant Warr 6. Is Track Signaled?		e 🗆 Motion	Detection	□AFO □		☐ DC vent Rec		ther 🗷	None		7.B. Ren	note Hea	alth Mo	nitoring
☐ Yes ■ No						Yes \square						s 🗆 l		THEOTHIS

A. Revision Date (Nation 10/26/2018	ЛМ/DD/YYYY)			T		P.	AGE 2			D. 632	Crossing Inve	ntory Nun	nber (7 c	har.)	
		Par	rt III: H	lighway o	r Path	way 1	Traffic (Control D	evice	e Infor	mation				
1. Are there	2. Types of Pa	assive Traffic	Control	Devices asso	ciated wi	ith the	Crossing								
Signs or Signals?	2.A. Crossbuc	k 2.f	3. STOP S	signs (R1-1)	2.C. YIE	ELD Sig	ns <i>(R1-2)</i>	2.D. Adva	nce W	arning S	igns <i>(Check all</i>			e cou	nt) 🔳 None
¥ Yes □ No	Assemblies (c)	count) (cc	ount)		(count))		☐ W10-1 ☐ W10-2				}			.1
2.E. Low Ground Cle	earance Sign	2.F. Paven	nent Mar	rkings				nnelization			2.H. EXEMP		2.I. ENS	S Sigi	
(W10-5) ✓ Yes (count	1	₩ Cton Li	200	□D:ma	mic Fauc	lone	-	Medians		adian	(R15-3) □ Yes		Display Yes	ed	
■ Yes (count	/	■ Stop Lin			mic Enve e	lope		proaches Approach	☐ Me		□ Yes		□ No		
2.J. Other MUTCD S	Signs	□ Yes				1		ate Crossing			hanced Signs	(List types)		
Coocify Typo		Count					Signs (if	private)							
Specify Type Specify Type							□ Yes	□No							
Specify Type															
3. Types of Train A			the Gra												
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		r Bridg	<i>ed)</i> Flashi	ng Light			Mounted Flash	hing Lights			. Total Count of
(count)	☐ 2 Quad	□ Full (Bar	rier)	Structures Over Traffic		0	□Ir	rcandescent	,	,	nasts) <u>0</u> scent	 □ LED		Fld	shing Light Pairs
Roadway 0															
Pedestrian	☐ 4 Quad	\square Median	Gates	Not Over T	raffic Lan	ne <u>0</u>	_ 🗆 LI	ED				Include	ed	Ü	
Pedestrian															
	` ′ _	,		•		'A A A A / V \	/VVI	,		Cross	ing	J			(count)
/ Not Required															
4.A. Does nearby H	wy 4.B. Hwy	/ Traffic Signa	al 4.0	C. Hwy Traffic	Signal P	reempt	tion	5. Highway	Traffic	Pre-Sign	nals	6. Highw	ay Monit	torin	g Devices
Intersection have	Interconi							□ Yes □	No			(Check al			
Traffic Signals?		nterconnecte raffic Signals		Simultaneou	ıc			Storage Dist	ance *	k			-		Recording ence Detection
☐ Yes 🗷 No		Varning Signs		Advance	15			Stop Line Dis				□ None		ГІСЭ.	THE Detection
				Pa	rt IV: F	Physic	cal Cha	racteristi							
1. Traffic Lanes Cros				2.	. Is Roady		thway			Run Dow	n a Street?		_		ated? (Street
Number of Lanes		☐ Two-wa		Pa	aved? Yes	с Г	□ No		□ Yes	: X I	No	lights wi			50 feet from □ No
Crossing Surface	(on Main Track	, multiple ty	pes allow	<i>red)</i> Installa							dth *				
☐ 1 Timber 🗷 ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt a	and Timbe	er 🗆 4 Co							er 🗌 7 Me				
6. Intersecting Roa	dway within 500	0 feet?					7. Smalle	est Crossing A	Angle			8. Is Co	mmercia	l Pov	ver Available? *
☐ Yes 🗷 No	If Yes, Approxin	nate Distanc	e (feet)				□ 0° – 2	9° □ 30°	° – 59°	×	60° - 90°		¥ Yes	;	□ No
			1000,_	Part	V: Puk	olic H		Informat				L			
1. Highway System			2. Fun	ctional Classif						. Is Cross	sing on State I	Highway	4.1	High	vay Speed Limit
					(0) Rural			-6		ystem?			35		MPH
	tate Highway Sy			Interstate Other Freewa				r Collector		¥ Yes					ed Statutory
, ,	· Nat Hwy Syster ·al AID, Not NHS		` '	Other Freewa	,	•	,	r Collector	5	. Linear I	Referencing Sy	ystem (LRS	Route II	D) *	
■ (08) Non-F	•			Minor Arteria			(7) Local		6	. LRS Mil	lepost *				
7. Annual Average Year 2004 AA	Daily Traffic (A) DT 000545	ADT) 8. 06	_	ed Percent Tru		9. Reg □ Yes		d by School E Average Nu			0	_ 10. □ Y	_	ncy S No	ervices Route
Submi	ission Infor	mation -	This inf	ormation i	s used f	for ad	ministro	ative purpo	ses a	and is n	ot availabl	e on the	public	wel	osite.
C. le su'ture el le c				0	•						Dhara		-		
Submitted by	rdon for this inf	ormation so	llostion i	_ Organizat		20 min	toc nor	rosponso inc	ludina		Phone	a instructi		ate	a aviating data
Public reporting but sources, gathering a															
agency may not cor	_	-				_									
displays a currently												_	-		•
other aspect of this Washington, DC 20		Jaing for rea	ucing this	s burden to:	intormat	ion Coi	lection Of	Ticer, Federa	ı Kalırd	oad Adm	iinistration, 12	200 New Je	ersey Ave	e. SE,	IVIS-25

DEPARTMENT OF TRANSPORTATION

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-rai rade cross Submissi on Informa	il grade crossi sings), comple ion Informatio ation section.	ings, comp ete the Hea on section. I For change	plete the He ader, Parts I For grade-se ges to existing	eader, I and I eparat	Parts I and II, and the S ted highway ta, complete	II, ar Submi r-rail o	nd the Suission Information or pathware Header,	ubmission Information formation section. For ay crossings (including Part I Items 1-3, ar	on section. For or Private pathw ng pedestrian stand the Submissi	public pat vay grade ation cross on Inform	thway g crossing sings), co ation se	rade cros gs, comple omplete t ection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting A	· ·			n for Update	•	′_	_ ′					Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra	ansit L x (Dat	Chang ta	•	lew ssing	L	Closed	☐ No Train Traffic	☐ Qui	et Jpdate	Invento	ory Number
		☐ State	□ Oth		Re-Op	oen 🗆 D	U		Change in Primary	☐ Admin. Correction	Zone c	puate	632906	iC .
				Part I:	Loca	tion and	Cla	ssificat	ion Information	n				
1. Primary Operating SOUTH CAROLIN			AD COM	PANY, IN		2. State SOUTH	l CAI	ROLINA		3. County LEE				
4. City / Municipality	-		CEL	DAR LANE		& Block Num	ıber	_l		6. Highway Ty	ype & No.			
☐ Near BISHOP 7. Do Other Railroad		a Sonarato T		et/Road Na		₩ No	ОГ		k Number) Railroads Operate C	S-94	at Crassin	~ 2 □ ∨	os V N	
If Yes, Specify RR	s Operate	, a separate ii	, ack at Cro	ssing:	ies L	A NO		f Yes, Spe	-	,	at C1055111	g: ⊔⊺	es <u>m</u> IV.	,
9. Railroad Division o	ŭ		10. Railro	ad Subdivis				11. Bra	nch or Line Name		12. RR N	/ilepost		
□ None COAST	ΓAL		☐ None	HARTS				□ None			(prefix)	<u> </u>		(suffix)
13. Line Segment *		14. Near Station	rest RR Tim *	ıetable		15. Parent F	₹R (if	f applicab	le)	16. Crossii	ng Owner	(if appli	cable)	
BISHOPVILLE IX N/A SCRF 17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
☐ Private		on, Ped.	□ RR C			□ No			☐ Commuter	☐ Touris				r Per Day 0
23. Type of Land Use														
☐ Open Space 24. Is there an Adjace	☐ Farm		idential	IM Com	mercia		ndus		☐ Institutional (A provided)	☐ Recreation	onal	□ RR	Yard	
24. Is there an Aujac	ent Cross	ing with a Sep	arate Num	iberr		25. Q	uiet 2	zone (FR	A provided)					
	Yes, Prov	ide Crossing N				No				igo Excused	Date E	stablish		
26. HSR Corridor ID		27. Latit	ude in dec	imal degree	28		28.	Longitud	e in decimal degree	S		29. Lat,	Long Sou	irce
	■ N/A	(WGS84	std: nn.nr	nnnnnn) ^{3,}	4.216	5150	(W	GS84 std:	-nnn.nnnnnnn) ⁻⁸⁰	.2444760		■ Actu	al 🗆 I	Estimated
30.A. Railroad Use	*								tate Use *		1			
30.B. Railroad Use									tate Use *					
30.C. Railroad Use	*								tate Use *					
30.D. Railroad Use	*								tate Use *					
32.A. Narrative (Rai		,							larrative (State Use)					
33. Emergency Notifi 800-800-3490	ication Te	lephone No. (posted)		ailroad 800-3	d Contact <i>(T</i> 8490	⁻ eleph	hone No.)		35. State Cor 803-737-163	•	ephone I	No.)	
							roo	d Infor	mation					
1. Estimated Number	r of Daily	Train Moyoma	unts		Pa	rt II: Rail	roa	a inior	mation					
1.A. Total Day Thru T	<u>.</u>			Thru Trains	1.0	C. Total Swit	chine	Trains	1.D. Total Transit	t Trains	1.E. Che	eck if Les	s Than	
(6 AM to 6 PM) 2			to 6 AM)		0			,	0		One Mo	vement	Per Day is per wee	□ ek? 20
2. Year of Train Coun	t Data (YY	(YY)		•		n at Crossing	,	(t) 1	<u> </u>					
2018						Timetable Sp ed Range Ov		· · · —	<i>ph)</i> From 5	to 10				
4. Type and Count of	Tracks			71		<u> </u>		01	<u> </u>					
	Siding 0		ard 0	Trai	nsit 0	!	Indu	ustry 1						
5. Train Detection (M ☐ Constant Warr		,,	Detection	□AFO□	¬ pтc	: □ DC		ther 🗷	None					
6. Is Track Signaled?		IVIOLIOII	Detection	AIO L	_	. Event Reco			None		7.B. R	emote F	lealth Mo	nitoring
☐ Yes 🗷 No						□ Yes □						Yes □		

A. Revision Date (A 10/26/2018	MM/DD/YYYY)				Р	AGE 2			D.	Crossing Inve	ntory Num	nber (7 ch	ar.)	
		Par	t III: High	way or Pa	athway	Traffic (Control Do	evice						
1. Are there	2. Types of Pa	ssive Traffic	Control Device	es associate	ed with the	Crossing								
Signs or Signals?	2.A. Crossbucl	< 2.B	. STOP Signs ((R1-1) 2.0	C. YIELD Sig	gns <i>(R1-2)</i>				igns (Check al	l that apply	ı; include	coui	nt) 🗆 None
¥ Yes □ No	Assemblies (co	ount) (co 0	unt)	(cc 2	ount)		■ W10-1				l			1 2
2.E. Low Ground Cl	earance Sign	2.F. Paver	ent Markings				nnelization			2.H. EXEMP	T Sign	2.I. ENS	Sign	(I-13)
(W10-5) Yes (count	1	□ Cton Lin			F	· ·	Medians		al: a	<i>(R15-3)</i> □ Yes		Displaye Yes	ed	
□ No	/	■ Stop Lin ■ RR Xing	Symbols	□ Dynamic I □ None	Envelope	□ All Ap		☐ Med	-	□ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes	X No				ate Crossing	2.L.	LED En	hanced Signs	(List types))		
Specify Type		Count _				Signs (if)	orivate)							
Specify Type		Count _				☐ Yes	□ No							
Specify Type								<u> </u>						
3. Types of Train A										\	h. 1 1	1	2.5	Tatal Carrier
3.A. Gate Arms (count)	3.B. Gate Conf	riguration		C. Cantilevere uctures <i>(cou</i>		<i>gea)</i> Fiasnii	ng Light			Mounted Flasl nasts) 0	ning Lights			Total Count of thing Light Pairs
(county	☐ 2 Quad	☐ Full (Barı		er Traffic Lar	, _	In	candescent		ncande		□ LED		· ius	ming Lighter uns
Roadway 0	☐ 3 Quad	Resistance						□в	Back Lig	hts Included	☐ Side	_	0	
Pedestrian	☐ 4 Quad	☐ Median (Gates No	t Over Traffi	c Lane <u>0</u>	🗆 LE	D				Include	d		
3.F. Installation Dat			3.G. Wa	yside Horn						lighway Traffi	c Signals Co	ontrolling		3.I. Bells
Active Warning Dev			_ □ Yes	Installed	on (MM/Y	YYY)	/		Cross					(count)
		Not kequiret	¹ □ No											U
/ Not Required Yes Installed on (MM/YYYY) Yes Installed on (MM/YYYYY) Yes Installed on (MM/YYYYY) O														
4.A. Does nearby H	wy 4.B. Hwy	Traffic Signa	4.C. Hw	y Traffic Sigr	nal Preemp	otion	5. Highway T	raffic P	re-Sigr	nals	6. Highwa	ay Monito	oring	Devices
Intersection have	Interconr						□ Yes □	No			(Check al			
Traffic Signals?		nterconnecte raffic Signals		ultaneous			Storage Dista	nco *			☐ Yes - F	-		Recording nce Detection
☐ Yes IX No		arning Signs	☐ Adva				Stop Line Dis		*		□ None		icsc	nee Detection
			<u> </u>	Part I	V: Physi	ical Cha	racteristic	cs						
1. Traffic Lanes Cros	ssing Railroad	☐ One-way	Traffic	2. Is R	Roadway/P	athway	3. Does T	rack Ru	ın Dow	n a Street?	4. Is Cro	ssing Illur	nina	ted? <i>(Street</i>
Number of Lanes				Paved		□ No		□ Yes	X	No				0 feet from ™ No
Number of Lanes _ 5. Crossing Surface ☐ 1 Timber ■	(on Main Track	, multiple typ	es allowed)	Installation	Date * (M	M/YYYY) _	/		_ Wid	No dth *		Length *		
☐ 1 Timber ■☐ 8 Unconsolidate	z /ispilale =	5 / ispilare a	ia illinoci	concre	ete 🗆 5	Concrete	and Rubber	□ 6	Rubbe	er 🗆 7 Me	tal -			
6. Intersecting Roa	dway within 500) feet?				7. Smalle	est Crossing A	ngle			8. Is Cor	mmercial	Pow	er Available? *
☐ Yes 🗷 No	If Yes, Approxin	nate Distance	(feet)			□ 0° – 2	9° □ 30°	– 59°	X	60° - 90°		¥ Yes		□ No
				Part V:	Public F	lighway	Informat	ion						
1. Highway System			2. Function	al Classificati	ion of Road	d at Crossir	ng	3.	Is Cross	sing on State H	Highway	4. H	ighw	ay Speed Limit
					Rural 🗆 🤇	_ `		, ,	stem?	_		35		MPH
, ,	tate Highway Sy Nat Hwy Systen		☐ (1) Inter	state r Freeways a		(5) Majo	r Collector			□ No			oste	d Statutory
	al AID, Not NHS	11 (14113)	` '	r Principal A	•	•	Collector	5.	Linear	Referencing Sy	ystem (LKS	Route ID) "	
🗷 (08) Non-F			☐ (4) Mino	•	_	(7) Local		6.	LRS Mi	lepost *				
7. Annual Average Year <u>2004</u> AA	Daily Traffic <i>(AA</i> DT <u>000595</u>	ADT) 8. 08	Estimated Per	cent Trucks	9. Reg □ Yes	, ,	d by School B Average Nu		oer Day	0	10. □ Y	_	cy Se No	ervices Route
Submi	ssion Infori	mation - 7	his inform	ation is us	ed for ac	dministra	itive purpo	ses ar	nd is n	ot availabl	e on the	public v	veb	site.
Submitted by				rganization _						Phone			ate	
Public reporting but sources, gathering a														
agency may not cor	_				_									•
displays a currently	valid OMB cont	rol number.	The valid OM	B control nu	ımber for i	nformation	collection is	2130-0	0017. S	end comment	ts regardin	g this bur	den	estimate or any
other aspect of this Washington, DC 20		iding for redu	icing this burd	den to: Info	rmation Co	llection Of	ticer, Federal	Railroa	ad Adm	inistration, 12	200 New Je	ersey Ave.	SE,	MS-25

DEPARTMENT OF TRANSPORTATION

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-ra rade cross Submiss n Informa	il grade crossi sings), comple sion Informatic ation section.	ings, complete the Healon section. For change	lete the Header, Parts I For grade-se es to existin	ader, Pa and II, a parated g data,	arts I and and the S I highway complete	II, a Subm -rail o	nd the Suission Info or pathwa Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For por Private pathway pedestrian stand the Submission	public path ray grade contion crossing on Information	nway gr rossing ngs), co tion see	rade cros s, compl omplete t ction, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting /	• .			•	•	lect only c	,					Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra	ınsit ⊠ C Data	Change ii		lew ssing	L	Closed	☐ No Train Traffic	☐ Quiet Zone Up		Invent	ory Number
		☐ State	□ Oth		a Re-Open		_		Change in Primary	☐ Admin. Correction	ZOTIC OP	uate	632913	3M
				Part I: L	ocatio				ion Informatio					
1. Primary Operating SOUTH CAROLIN.			OAD COME	PANY, IN		2. State SOUTH	1 СА	ROLINA		3. County LEE				
4. City / Municipality	1			et/Road Na JRCH STRI		lock Num	nber	ı		6. Highway Ty	pe & No.			
□ Near BISHOP	VILLE		(Stree	et/Road Nan	ne)			* (Bloc	k Number)	SC 341				
7. Do Other Railroad If Yes, Specify RR	s Operate	e a Separate T	rack at Cro	ssing? 🗆 Yo	es 🗷 N	No		Oo Other I Yes, Spe	Railroads Operate O cify RR	ver Your Track a	at Crossing	? □ Ye	es 🗷 No	5
9. Railroad Division o	r Region	·	10. Railro	ad Subdivision	on or Di	istrict		11. Brai	nch or Line Name		12. RR Mi	ilepost 0330.		
□ None COAST	ΓAL		□ None	HARTS\	√ILLE			☐ None	SJA		 (prefix)	(nnnn.		
13. Line Segment			rest RR Tim	etable	15	. Parent l	RR (ij	f applicab	le)	16. Crossin	g Owner (i	f applic	:able)	
* Station * BISHOPVILLE N/A ON N/A SCRF														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
☐ Highway ☐ At Grade (if Private Crossing) ☐ Freight ☐ Transit Train Count Per Day														
■ Public □ Private		iway, Ped. ion, Ped.	☐ RR U ☐ RR O			□ Yes □ No			☐ Intercity Passeng☐ Commuter	ger □ Shared □ Tourist				an One Per Day r Per Day 0
23. Type of Land Use		<u> </u>												,
☐ Open Space 24. Is there an Adjace	☐ Farm		idential	Comm	nercial		ndus		☐ Institutional A provided)	☐ Recreation	nal	□ RR Y	/ard	
24. IS there an Aujac	ent cross	ing with a sep	Jarate Ivum	Derr		25. Q	uiet	Zone (in	A provideu)					
	Yes, Prov	ride Crossing N				■ No		24 Hr		go Excused	Date Est			
26. HSR Corridor ID		27. Latit	:ude in deci	imal degrees		_		·	e in decimal degrees		4	.9. Lat/	Long Sou	ırce
	_ X N/A	(WGS84	std: nn.nr	innnnn) 34	.21572	90	(W		-nnn.nnnnnnn) -80.	.2462390		X Actua	al 🗆	Estimated
30.A. Railroad Use	*							31.A. S	tate Use *					
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	lroad Use	<u>:</u>) *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi	ication Te	elephone No.	(posted)			•	ГеІерІ	hone No.)		35. State Con	, ,	hone N	<i>lo.)</i>	
800-800-3490				800-8	00-349					803-737-162	24			
					Part	II: Rail	lroa	d Infor	mation					
1. Estimated Number 1.A. Total Day Thru T			ents otal Night T	hru Trainc	T 1 C T	Γotal Swit	chine	Trainc	1.D. Total Transit	Trains	1.E. Chec	lr if I oc	- Than	
(6 AM to 6 PM) 2	141113		to 6 AM)	iliu Italiis	0	Otal Swit	.CIIII18	s irailis	0	Trains	One Mov	ement	Per Day	□ _{ek?} 20
2. Year of Train Coun	t Data (Y	YYY)		3. Speed of				10	`			-	•	
2018				3.A. Maxim 3.B. Typical					ph) From 5	to_10				
4. Type and Count of	Tracks			3.2 yp.ca.	ореси	nunge o	. c. c.	0008 (<i>p.</i> 1, 110					
	Siding 0		ard 0	Trans	sit 0		Indu	ustry 0						
5. Train Detection (M		,,	Detection	□AFO □	DTC	□ DC	□ 0	ther 🗷	None					
6. Is Track Signaled?		: LIVIOLIOII	Detection	AFO		vent Rec			None		7.B. Rer	mote H	ealth Mo	nitoring
☐ Yes 🗷 No						Yes □	No					es 🗆		J

A. Revision Date (A 10/26/2018	ЛМ/DD/YYYY)					P	AGE 2			D . 632	Crossing Inve	ntory Nun	n ber (7 c	har.,	1
			Part III	: Highway	or Pat	hway	Traffic (Control De	vice	Info	rmation				
1. Are there	2. Types of Pa	ssive Tra	affic Con	rol Devices as	sociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuck			P Signs (R1-1)		_	ns <i>(R1-2)</i>	2.D. Advan	ce Wa	rning S	igns (Check al			e cou	<i>int)</i> ■ None
¥ Yes □ No	Assemblies (co		(count) 0		(cou	nt)		□ W10-1 _ □ W10-2 _				}			l1 l2
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. Pa	avement	Markings	•			nnelization Medians			2.H. EXEMP [*] (R15-3)	T Sign	2.I. ENS	_	n (I-13)
Yes (count)		p Lines Xing Sym		namic En	velope	☐ All Ap	proaches	□ Me □ Nor		☐ Yes ☐ No		¥ Yes □ No		
2.J. Other MUTCD S	Signs		⁄es ⊠ N		JIIC .			ate Crossing			hanced Signs	(List types			
Specify Type Specify Type			ınt				Signs (if ☐				J				
Specify Type		Cou	ınt					-							
3. Types of Train A															
3.A. Gate Arms (count)	3.B. Gate Conf	figuratio	n		tilevered es <i>(count</i>		<i>ged)</i> Flashi	ng Light			Mounted Flasi nasts) 2	hing Lights	;		E. Total Count of shing Light Pairs
(count)	☐ 2 Quad	☐ Full	(Barrier)		iffic Lane	· _	lr	candescent		ncande	,	 □ LED		1 10	Silling Light Falls
Roadway 0		Resista					_			Back Lig	hts Included	☐ Side	•	8	
Pedestrian	☐ 4 Quad	☐ Med	lian Gate	Not Ove	r Traffic I	ane <u>0</u>	_ 🗆 L	ĒD				Include	ed		
3.F. Installation Dat		4)		3.G. Wayside	Horn						Highway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev	` ′ _	') Not Req	uired		stalled o	n <i>(MM/Y</i>	YYY)		-	Cross	ing s I No				(count) 2
3.J. Non-Train Activ ☐ Flagging/Flagma	•	perated	Signals [□ No □ Watchman	☐ Flood	lighting	☐ None			Other	Flashing Light		U		
4.A. Does nearby H				4.C. Hwy Tra				5. Highway Ti	raffic F	re-Sign					g Devices
Intersection have	Interconr							☐ Yes ☐ I	No			(Check a			
Traffic Signals?	■ Not In			☐ Simultane	OUS			Storage Dista	nce *				-		Recording ence Detection
☐ Yes 🗷 No	☐ For W	_		☐ Advance	ous			Stop Line Dist				☐ None		1103	ence Detection
				F	Part IV	: Physi	cal Cha	racteristic	S						
1. Traffic Lanes Cro			way Trafi -way Tra		2. Is Roa	adway/P	athway	3. Does Tr	ack Ru	ın Dow	n a Street?		_		ated? (Street 50 feet from
Number of Lanes	2	☐ Divid	ded Traffi	С	X		□ No] Yes		No	nearest i	rail) 🗷 Y	'es	☐ No
5. Crossing Surface													Length *		
☐ 1 Timber ■ ☐ 8 Unconsolidate							Concrete	and Rubber		KUDDE	er 🗆 / Me	tai -			
6. Intersecting Roa	dway within 500) feet?					7. Smalle	est Crossing Ar	ngle			8. Is Co	mmercia	l Po	wer Available? *
☐ Yes ▼ No	If Yes, Approxim	nate Dist	ance (fee	t)			□ 0°-2	9° □ 30°-	- 59°	×	60° - 90°		≅ Yes	5	□ No
				Pa	rt V: P	ublic H	lighway	Informati	ion						
1. Highway System			2.	Functional Cla				ng	3.	Is Cros	sing on State I	Highway			way Speed Limit
□ (01) Inters	tate Highway Sy	stam		(1) Interstate	₫ (0) Rui		1) Urban	r Collector		stem?	□ No		35	Post	MPH ed □ Statutory
	Nat Hwy Systen			(2) Other Free	eways an			Collector			Referencing S	vstem (LRS			ed 🗆 Statutory
, ,	al AID, Not NHS			(3) Other Prin	-			r Collector			lepost *	,		,	
☐ (08) Non-F 7. Annual Average		107)		(4) Minor Art			(7) Local	d by School Bu		LIVO IVII	ерозі	10	Emorgo	ncv S	Convicos Pouto
Year 2004 AA	DT 006935		08		_ %	y. Keg ▼ Yes	, ,	Average Nui		per Day	20	_ 10.	_	□ No	Services Route
Submi	ission Inforr	mation	1 - This	informatio	ı is used	d for ac	lministra	itive purpos	ses ai	nd is r	ot availabl	e on the	public	wel	bsite.
Submitted by				Organi:	zation						Phone		Г	Date	
Public reporting but	rden for this info	ormation	n collection			ge 30 mi	inutes ner	response, incl	uding	the tim		g instructi			g existing data
sources, gathering a	and maintaining	the data	needed	and completing	ng and re	viewing t	the collecti	on of informa	tion.	Accordi	ng to the Pap	erwork Re	duction A	Act o	f 1995, a federal
agency may not cor displays a currently	•	-		•			-	•							
other aspect of this												_	-		•
Washington, DC 20											•		•		

DEPARTMENT OF TRANSPORTATION

Instructions for the i Form. For private hig pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. N	ghway-rai rade cross Submissi n Informa	ail grade crossi sings), comple sion Informatio ation section.	ings, complete the Head on section. F For change	dete the Head der, Parts I are for grade-sepa es to existing	der, Par nd II, an arated d data, d	rts I and nd the S highway complete	II, ar Submi r-rail o	nd the Suission Info or pathwa Header,	ubmission Informatio ormation section. Fo ay crossings (including Part I Items 1-3, and	on section. For pur Private pathw g pedestrian sta d the Submission	public pathy ray grade cro ation crossing on Informati	way grad ossings, gs), com ion section	e cross comple plete tl on, in	sings (including ete the Header, he Header, Part
A. Revision Date		B. Reporting A	• .			•	•	ect only c	,		_			Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Trai	nsit	ange in		lew ssing	L	Closed	☐ No Train Traffic	☐ Quiet Zone Upo		nvento	ory Number
	_	☐ State	☐ Oth		-Open		_		Change in Primary	☐ Admin. Correction	ZONE OPE		32914	.U
				Part I: Lo	catio				ion Informatio					
1. Primary Operating SOUTH CAROLIN.			AD COMF	PANY, IN		2. State SOUT⊢	l CAI	ROLINA		3. County LEE				
4. City / Municipality	1			et/Road Nam REGG ST	ne & Blo	ock Num	nber	1		6. Highway Ty	pe & No.			
□ Near BISHOP	'VILLE			et/Road Name	<u></u>			* (Bloc	k Number)	S-64				
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate T	rack at Cros	ssing? ☐ Yes	s XN	0		Yes, Spe	Railroads Operate Ov cify RR	ver Your Track a	it Crossing?	☐ Yes	X No)
9. Railroad Division o	or Region	- T	10. Railroa	ad Subdivisior	n or Dis	trict		11. Brai	nch or Line Name		12. RR Mil			
□ None COAST	ΓAL		□ None	HARTSVI	ILLE			□ None	s SJA			0330.29 (nnnn.nn	!	 (suffix)
13. Line Segment	13. Line Segment													
* Station * BISHOPVILLE ■ N/A □ N/A SCRF														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
☐ Highway ☐ At Grade (if Private Crossing) ☐ Freight ☐ Transit Train Count Per Day														
■ Public □ Private		iway, Ped. ion, Ped.	☐ RR Ui			□ Yes □ No			☐ Intercity Passeng ☐ Commuter	ger Shared Tourist	l Use Transit t/Other			an One Per Day r Per Day <u>0</u>
23. Type of Land Use		Jii, i ca.	1	<u>/C1</u>		1110			L commute.		, Other		unice.	TCI Day
☐ Open Space	☐ Farm		idential	☐ Comme	ercial		ndus		☐ Institutional	☐ Recreation	nal [□ RR Yar	d	
24. Is there an Adjace	ent Cross	ing with a Sep	arate Num	ber?		25. Q	uiet 2	Zone (FK	A provided)					
	Yes, Prov	vide Crossing N				■ No		24 Hr	,	go Excused	Date Esta			
26. HSR Corridor ID		27. Latit	ude in deci	imal degrees			28.	Longitud	e in decimal degrees	i	29	9. Lat/Lo	ng Sou	rce
	_ I N/A	(WGS84	std: nn.nn	ınnnnn) <u>34.2</u>	214481	0	(W	GS84 std:	-nnn.nnnnnnn) -80.	.2478030	X	Actual	□ <u></u>	Estimated
30.A. Railroad Use	*								tate Use *					
30.B. Railroad Use	*								tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	Iroad Use	· · · · · · · · · · · · · · · · · · ·							larrative (State Use)	*				
33. Emergency Notifi 800-800-3490	cation Te	elephone No. (posted)	34. Railro		•	eleph	hone No.)		35. State Con 803-737-162		hone No.)	_
000-000-0-00								1160			.4			
1. Estimated Number	of Daily	Train Moyoma	nte		Part	II: Kalı	roa	d Intor	mation					
1. Estimated Number 1.A. Total Day Thru T			otal Night T	hru Trains	1.C. To	otal Swit	ching	Trains	1.D. Total Transit	Trains	1.E. Check	if Less T	han	
(6 AM to 6 PM)			to 6 AM)		0	<u>-</u>	_		0		One Move How many	ment Pe	r Day	□ ek? <u>20</u>
2. Year of Train Coun	t Data (Y)	YYY)		3. Speed of T				, in 10	<u> </u>					
2018				3.A. Maximus 3.B. Typical S					<i>ph)</i> From 5	to_10				
4. Type and Count of	Tracks			J.5 , F	-p				<i>pn,</i>					
	Siding 2		ard 0	Transit	t <u>0</u>		Indu	ıstry 0						
 Train Detection (M Constant Warr 		,,	Detection	□AFO □ F	סדר [□ DC	_ O₁	ther 🗷	None					
6. Is Track Signaled?		IVIOLIOII	Detection			ent Reco			None		7.B. Rem	note Heal	th Mo	nitoring
☐ Yes 🗷 No						Yes 🗆	No				☐ Ye	s 🗆 N	0	Ü

A. Revision Date (A 10/26/2018	ЛМ/DD/YYYY)					P	AGE 2			D. 632	Crossing Inve	ntory Nun	n ber (7 c	har.,	1
			Part III	: Highway	or Pat	hway	Traffic (Control De	vice	Info	rmation				
1. Are there	2. Types of Pa	ssive Tr	affic Con	rol Devices a	ssociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuc			OP Signs (R1-1		-	gns <i>(R1-2)</i>	2.D. Advan	ce Wa	rning S	igns (Check al			cor	<i>int)</i> ■ None
¥ Yes □ No	Assemblies (co	ount)	(count)		(cou	nt)		□ W10-1 _ □ W10-2 _				3 			l1 l2
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. P	avement	Markings				nnelization Medians			2.H. EXEMP (R15-3)	T Sign	2.I. ENS	_	n (I-13)
Yes (count)	I	p Lines Xing Sym		/namic En	velope		proaches [□ Med		☐ Yes		¥ Yes ☐ No		
2.J. Other MUTCD S	Signs		∕es X N		one			ate Crossing			hanced Signs	(List types			
Specify Type			unt				Signs (if	U				(=	,		
Specify Type		Cou	ınt				☐ Yes	□ No							
Specify Type			unt												
3. Types of Train A											N4	h:		2.5	Tatal Caust of
3.A. Gate Arms (count)	3.B. Gate Con	riguratio	n	I	ntilevered res <i>(count</i>		<i>ged)</i> Flashi	ng Light			Mounted Flasi nasts) 0	ning Lights	,		E. Total Count of shing Light Pairs
, ,	☐ 2 Quad	☐ Full	(Barrier)		affic Lane		🗆 Ir	candescent	i 🗆 i	ncande	scent	□ LED			
Roadway <u>0</u> Pedestrian	☐ 3 Quad ☐ 4 Quad	Resista	nce lian Gate	Not Ove	er Traffic l	ana O		=D		Back Lig	thts Included	☐ Side Include	•	0	
		- IVIEC	nan Gate			Larie									
3.F. Installation Dat Active Warning Dev		()		3.G. Waysid						3.H. F	Highway Traffi ing	c Signals C	ontrollin	g	3.I. Bells (count)
. 0	, ,	,	uired		nstalled o	n <i>(MM/Y</i>	YYY)	_/	_		0				0
	\mathcal{L}														
4.A. Does nearby H	wy 4.B. Hwy	Traffic S	Signal	4.C. Hwy Tra	offic Signa	l Preemp	otion	5. Highway Tr	raffic F	re-Sign	nals	6. Highw	ay Monit	torin	g Devices
Intersection have Traffic Signals?	Intercon		octod					☐ Yes ☐ I	No			(Check a			Recording
Traffic Signals:	☐ For Tr			☐ Simultan	eous			Storage Dista					-		ence Detection
☐ Yes 🗷 No	☐ For W	arning S	Signs	☐ Advance				Stop Line Dist	ance '	*		☐ None	1		
						<u> </u>		racteristic	S						
Traffic Lanes Cross Number of Lanes		☐ Two	-way Tra	ffic	Paved?	•	athway □ No	3. Does Tr	ack Ru] Yes			lights wi	thin appi	rox.	ated? (Street 50 feet from No
Crossing Surface										Wi	No dth *				□ NO
☐ 1 Timber 🗷 ☐ 8 Unconsolidate	2 Asphalt \square	3 Asph	alt and T	mber 🗌 4	Concrete			and Rubber					J		
6. Intersecting Roa	dway within 500) feet?					7. Smalle	est Crossing Ar	ngle			8. Is Co	mmercia	l Po	wer Available? *
☐ Yes ■ No	If Yes, Approxin	nate Dist	ance <i>(fee</i>	rt)		_	□ 0°-2	9° □ 30°-	- 59°	X	60° - 90°		■ Yes	;	□No
				Pa	rt V: P	ublic H	lighway	Informati	on						
1. Highway System			2.	Functional Cla				ng			sing on State I	Highway			way Speed Limit
□ (01) Inters	tate Highway Sy	stem		(1) Interstate			1) Urban	r Collector		stem?	□ No		25	Post	MPH ed □ Statutory
	Nat Hwy Syster			(2) Other Fre				Conector			Referencing S	vstem (LRS			ed 🗆 Statutory
` '	al AID, Not NHS			(3) Other Pri	-			r Collector	6.	I RS Mi	lepost *	•			
(08) Non-F7. Annual Average		ADT)		(4) Minor Art		_	(7) Local	d by School Bu		LING 1411	Терозс	10.	Emergei	ncv S	Services Route
	DT 000810		08		_ %	☐ Yes		Average Nur		oer Day	, 0	_	_	□No	
Submi	ission Infori	matio	n - This	informatio	n is use	d for ac	dministra	ative purpos	ses ai	nd is r	not availabl	e on the	public	wel	bsite.
Submitted by				Organ	ization						Phone		r	ate	
Public reporting but	rden for this info	ormatio	n collection			ge 30 mi	inutes ner	response, incli	ıdine :	the tim		ng instructi			g existing data
sources, gathering a	and maintaining	the dat	a needed	and completi	ng and re	viewing t	the collecti	on of informa	tion. /	Accord	ing to the Pap	erwork Re	duction A	Act o	f 1995, a federal
agency may not cor displays a currently	•					-	-	•							
other aspect of this												_	-		•
Washington, DC 20	590.														

DEPARTMENT OF TRANSPORTATION

Instructions for the i Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio updated data fields. I	ghway-ra rade cros Submiss n Inform	ail grade cross ssings), comple sion Information nation section.	ings, compete the Headon section. For chang	rete the Header, Parts I For grade-se es to existin	ader, Pa and II, eparated ng data,	arts I and and the S d highway complet	II, a Subm /-rail e the	nd the Suission Info or pathwa Header,	ubmission Information formation section. Fo ay crossings (includin Part I Items 1-3, an	on section. For por Private pathway pedestrian stand the Submission	public pathy ray grade cr ation crossin on Informat	way grac ossings, gs), com ion secti	le cros compl plete t on, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting	• .			•	•	lect only o	,					Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra	insit 🗷 C	Change i		lew		Closed	☐ No Train Traffic	☐ Quiet		nvent	ory Number
10 / 20 / 2010		☐ State	□ Otl		a Re-Open	n 🗆 🗈	ssing Date Inge (Change in Primary	☐ Admin. Correction	Zone Upo		32915	іВ
	<u> </u>			Part I: L	.ocati				ion Informatio					
1. Primary Operating SOUTH CAROLIN			DAD COM			2. State		ROLINA		3. County LEE				
4. City / Municipality	'			et/Road Na ARRIS	me & B	Block Nun	nber	1		6. Highway Ty	pe & No.			
□ Near BISHOP	VILLE			et/Road Nai	ne)			* (Bloc	k Number)	S-65				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate 1	rack at Cro	ssing? 🗆 Y	es 🗶	No		Oo Other f Yes, Spe	Railroads Operate O cify RR	ver Your Track a	at Crossing?	☐ Yes	IX No)
9. Railroad Division o	r Regior	1	10. Railro	ad Subdivisi	on or D	istrict	l	11. Bra	nch or Line Name	,	12. RR Mil		<u>/ -</u>	
□ None COAST	ΓAL		□ None	HARTS	VILLE			☐ None	s SJA			0330.47 (nnnn.nr	!	
13. Line Segment		14. Nea	rest RR Tim			. Parent	RR (i	f applicab		16. Crossin	g Owner (if	<u> </u>		(SUJJIX)
* Station * BISHOPVILLE														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
☐ Highway ☐ At Grade (if Private Crossing) ☐ Freight ☐ Transit Train Count Per Day														
■ Public		way, Ped.	□ RR U			□ Yes			☐ Intercity Passeng	-	Use Transit			an One Per Day
☐ Private 23. Type of Land Use		ion, Ped.	☐ RR C	ver		□ No			☐ Commuter	☐ Tourist	t/Otner		lumbe	r Per Day 0
☐ Open Space	☐ Farm	□ Res	idential	☐ Comr	nercial		Indus	trial	■ Institutional	☐ Recreation	nal [☐ RR Yaı	d	
24. Is there an Adjac	ent Cros	sing with a Sep	parate Num	ber?		25. Q	uiet	Zone (FR	A provided)					
☐ Yes ■ No If	Vac Drav	vide Crossing N	lumher			I ™ No	, _	24 Hr	□ Partial □ Chica	go Excused	Date Esta	hlichad		
26. HSR Corridor ID	163, 110			imal degree	s				e in decimal degrees	0		9. Lat/Lo	ng Sou	urce
	/a	(111000)		, 34	1.21245	520		0004	-nnn.nnnnnnn) -80	.2489550				
30.A. Railroad Use	_ X N/A *	(WG384	1 std: nn.nı	nnnnny			(VV		tate Use *		<u> </u>	Actual		Estimated
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use									tate Use *					
32.A. Narrative (Rai									larrative (State Use)	1				
33. Emergency Notifi 800-800-3490	ication T	elephone No.	(posted)		ilroad C 800-349	•	ГеІері	hone No.)		35. State Con 803-737-162		hone No.)	
							lroo	d Infor	mation					
1. Estimated Number	of Daily	Train Moveme	ents		Part	II. Kal	II Oa	u iiiioi	mation					
1.A. Total Day Thru T			otal Night 1	hru Trains	1.C.	Total Swit	tching	g Trains	1.D. Total Transit	Trains	1.E. Check	if Less T	han	
(6 AM to 6 PM)		(6 PM 2	to 6 AM)		0				0		One Move How many			ek? <u>20</u>
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		3. Speed of 3.A. Maxim				(mmh) 1(n					
2018									<i>pph)</i> From 5	to_10				
4. Type and Count of	Tracks			,,				01						
	Siding 0		ard 0	Tran	sit 0		Indi	ustry 0						
5. Train Detection (M		,,	Detection	□AFO□	DTC	□ DC		ther 🗷	None					
6. Is Track Signaled?	iiiig iiiiii		Detection	LAIO L		vent Rec			None		7.B. Rem	note Hea	lth Mo	nitoring
☐ Yes 🗷 No						Yes □						s \square N		Ü

A. Revision Date (A 10/26/2018	MM/DD/YYYY)					P/	AGE 2			D. 632	Crossing Inve 2915B	ntory Num	ber (7 cl	nar.)		
		Pai	t III: High	nway oi	r Pathw	vay 1	Traffic C	Control De	evice							
1. Are there	2. Types of Pa	ssive Traffic	Control Dev	vices assoc	ciated wit	th the	Crossing									
Signs or Signals?	2.A. Crossbucl	< 2.E	3. STOP Signs	(R1-1)	2.C. YIEL	LD Sigr	ns (R1-2)	2.D. Advar	nce Wa	rning S	igns (Check al	l that apply	ı; include	cou	nt) [¥ None
¥ Yes □ No	Assemblies (co	ount) (cd	unt)		(count)			□ W10-1 □ W10-2				l				
2.E. Low Ground Cl	earance Sign	2.F. Paver	nent Marking	gs			2.G. Char	nnelization			2.H. EXEMP	T Sign	2.I. ENS	Sign	(I-13)	
(W10-5)	1						Devices/I			atta a	(R15-3)		Displaye	ed		
■ Yes (count □ No	/	☐ Stop Lii ☐ RR Xing		□Dynar X None	mic Envelo	ope	☐ All Ap _l		☐ Me		☐ Yes ☐ No		¥ Yes □ No			
2.J. Other MUTCD S	Signs	☐ Yes	■ No					te Crossing	2.L	. LED En	hanced Signs	(List types))			
Specify Type		Count					Signs (if p	πναιε)								
Specify Type		Count					☐ Yes [□No								
Specify Type									Ь.							
3. Types of Train A	3.B. Gate Conf						<i>each devi</i> ed) Flashir				Mounted Flasl	hing Lights		2 5	Total (Count of
(count)	3.B. Gate Com	ilguration		tructures (•	впиу	eu) Fiasiiii	ig Ligiit			nasts) 0	ning Lights				ght Pairs
(200)	☐ 2 Quad	☐ Full (Bar		ver Traffic		0	_ 🗆 In	candescent		ncande		 □ LED			86	J
Roadway 0	☐ 3 Quad	Resistance				•	_			Back Lig	hts Included	☐ Side	_	0		
Pedestrian																
3.F. Installation Date of Current 3.G. Wayside Horn 3.H. Highway Traffic Signals Controlling 3.I. Bells 4.Crossing 4.Count 4														ls		
Active Warning Devices: (MM/YYYY) Crossing (count))		
No																
3.J. Non-Train Active Warning □ Flagging/Flagman □ Manually Operated Signals □ Watchman □ Floodlighting □ None 3.K. Other Flashing Lights or Warning Devices Count 0 Specify type																
U Flagging/Flagman □ Manually Operated Signals □ Watchman □ Floodlighting □ None Count □ Specify type														!S		
Intersection have	Interconr							□ Yes □	No			(Check al				
Traffic Signals?		nterconnecte affic Signals	I	nultaneou	ıc.			Storage Dista	nco *				'es - Photo/Video Recording 'es – Vehicle Presence Detection			_
☐ Yes 🗷 No		arnic Signals			5			Stop Line Dis				□ None		1636	lice Dei	lection
	_			Pai	rt IV: P	hysic	cal Chai	acteristic	S							
1. Traffic Lanes Cros	ssing Railroad	☐ One-way	Traffic	2.	Is Roadw	vay/Pa	thway	3. Does T	rack Rı	un Dow	n a Street?	4. Is Cro	ssing Illui	mina	ted? (S	treet
Number of Lanes		☐ Two-wa			ived?		□No		□ Yes	X	No	lights wit nearest r				
Number of Lanes _ 5. Crossing Surface ☐ 1 Timber ■	(on Main Track	, multiple ty	oes allowed)	Installa	tion Date	* (MN	л/YYYY) _	J		_ Wid	No dth *		Length *			
☐ 1 Timber ■ ☐ 8 Unconsolidate	z /ispilale =	5 / ispilate c	na mnoci		ncrete	□ 5 ———	Concrete	and Rubber	□ 6	Rubbe	er 🗆 7 Me	tal -				
6. Intersecting Roa	dway within 500) feet?					7. Smalle	st Crossing A	ngle			8. Is Cor	mmercial	Pov	er Avai	lable? *
¥ Yes □ No	If Yes, Approxin	nate Distanc	e (feet) <u>75</u>				□ 0° - 29	9° □ 30°	– 59°	×	60° - 90°		¥ Yes		□ No	
				Part	V: Publ	lic H	ighway	Informat	ion							
1. Highway System			2. Functio	nal Classif	ication of	f Road	at Crossin	g	3.	Is Cross	sing on State I	Highway	4. H	ighv	ay Spe	ed Limit
					0) Rural	□ (1	.) Urban		,	stem?			35			ЛРH
, ,	tate Highway Sy		☐ (1) Inte		aus and Fu		(5) Major	Collector		Yes				oste	d □S	tatutory
_	Nat Hwy Systen al AID, Not NHS	II (INDS)	☐ (2) Oth☐ (3) Oth☐		•	•	•	Collector	5.	Linear I	Referencing Sy	ystem (LRS	Route IL	9) *		
■ (08) Non-F	-		☐ (4) Mir	•			(7) Local		6.	LRS Mil	lepost *					
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 000550 8. Estimated Percent Trucks 08 % 9. Regularly Used by School Buses? 10. Emergency Services Route 2 Yes No Average Number per Day 1											Route					
Submi	ssion Infor	mation -	This inforn	nation is	s used fo	or ad	ministra	tive purpo	ses a	nd is n	ot availabl	e on the	public	web	site.	
Submitted by	Submitted by Organization Phone Date Public reporting burden for this information collection is estimated to average 30 minutes per response, including the time for reviewing instructions, searching existing data															
sources, gathering a agency may not cor	_					_									-	
displays a currently	•	-				-	-	•	-							
other aspect of this	collection, inclu												-			•
Washington, DC 20	590.															

DEPARTMENT OF TRANSPORTATION

Instructions for the inform. For private his pedestrian station grants I and II, and the I, and the Submission updated data fields. I	ghway-ra rade cros Submiss on Inform	ail grade cross ssings), comple sion Information nation section.	ings, comp ete the Hea on section. For chang	olete the Ho ader, Parts For grade-s ges to exist	eader, I and separa ing da	Parts I and II, and the S ted highway ta, complete	II, an Submi: -rail o	nd the Su ssion Infor pathwa Header,	ubmission Information formation section. For ay crossings (including Part I Items 1-3, ar	on section. For or Private pathwng pedestrian stand and the Submission	public pat vay grade ation cross on Inform	thway g crossing sings), co ation se	rade cros gs, complo omplete tection, in	ssings (including ete the Header, the Header, Part
A. Revision Date		B. Reporting	· ·			n for Update	•	′_	_ ′	_				Crossing
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	□ Tra	ansit L x Da	Chang ata	•	lew ssing	L	Closed	☐ No Train Traffic	☐ Quie Zone U		Invent	ory Number
		☐ State	□ Ot		Re-Op	oen 🗆 D	_		Change in Primary	☐ Admin. Correction	Zone o	puate	632916	Н
				Part I:	Loca	tion and	Clas		ion Information	n				
1. Primary Operating SOUTH CAROLIN								ROLINA		3. County LEE				
4. City / Municipality	/			eet/Road N EE ST	Name 8	& Block Num	nber	İ		6. Highway Ty	ype & No.			
□ Near BISHOF	VILLE			et/Road No	ame)			* (Bloc	k Number)	S-84				
7. Do Other Railroad If Yes, Specify RR	s Operat	e a Separate 1	rack at Cro	ossing?	Yes [X No		O Other Yes, Spe	Railroads Operate C cify RR	Over Your Track	at Crossin	g? □ Y	es 🗷 No)
9. Railroad Division o	or Region	1	10. Railro	oad Subdivi	sion o	r District		11. Bra	nch or Line Name		12. RR N	/iilepost		
□ None COAST	TAL		☐ None	HARTS				☐ None			(prefix)			(suffix)
13. Line Segment *		14. Nea Station	rest RR Tin	netable		15. Parent F	RR (if	applicab	le)	16. Crossir	ng Owner	(if appli	cable)	
BISHOPVILLE														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger														
I Highway I At Grade (if Private Crossing) I Freight □ Transit Train Count Per Day I Public □ Pathway, Ped. □ RR Under □ Yes □ Intercity Passenger □ Shared Use Transit □ Less Than One Per Day													•	
☐ Private		ion, Ped.	□ RR C			□ No			☐ Commuter	☐ Touris				r Per Day 0
23. Type of Land Use		□ 8	tala antal	П с					- Indiana	□ D			Vl	
☐ Open Space 24. Is there an Adjac	☐ Farm		idential	☐ Com	ımercı		ndust		☑ Institutional A provided)	☐ Recreation	onai	□ RR	Yard	
241 is there an riajue	C110 C1 05.	omg with a sep	Jurute Hun			25. Q		.0110 (77	, i provided)					
	Yes, Prov	vide Crossing N				No				igo Excused	Date E	stablish		
26. HSR Corridor ID		27. Latin	lude in dec	imal degre				•	e in decimal degree			29. Lat	Long Sou	ırce
	_ X N/A	(WGS84	std: nn.n	nnnnnn) ³	34.212	2120	(WC	GS84 std:	-nnn.nnnnnnn) -80	.2490540		■ Actu	al 🗆	Estimated
30.A. Railroad Use	*							31.A. S	tate Use *					
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	ilroad Us	e) *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi 800-800-3490	ication T	elephone No.	(posted)		ailroad -800-3	d Contact (7	Teleph	one No.)		35. State Cor 803-737-162	•	phone I	No.)	
							1	11.6.						
1 Estimated Number	r of Daily	Train Mayama			Ра	rt II: Rail	roac	d Intor	mation					
1. Estimated Number 1.A. Total Day Thru 1				Thru Trains	: 1 (C Total Swit	ching	Trains	1.D. Total Transit	t Trains	1 F Che	ck if Les	s Than	
1.A. Total Day Thru Trains1.B. Total Night Thru Trains1.C. Total Switching Trains1.D. Total Transit Trains1.E. Check if Less Than One Movement Per Day200How many trains per week?20														
2. Year of Train Coun	t Data <i>(Y</i>	YYY)		•		n at Crossing	-	1	<u> </u>		•	•	•	
2018						Fimetable Sp			<i>ph)</i> From 5	to 10				
4. Type and Count of	Tracks		I	J.B. Typic	ui Spe	ea nange ov	rei ei	0331116 (11	<i>pny</i> 110111 <u>-</u>	10				
	Siding 0		ard 0	Tra	nsit 0		Indu	ıstry 0						
5. Train Detection (M		,,	Detection	□AFO [□ ртс	: □ DC	□ Ot	her 🖼	None					
6. Is Track Signaled?			Detection	AFU_L	_	. Event Reco			None		7.B. Re	emote H	lealth Mo	nitoring
☐ Yes ■ No						☐ Yes ☐						Yes □		- 0

A. Revision Date (Nation 10/26/2018	лм/DD/YYYY)					PAG	GE 2			D . 632	Crossing Inve	ntory Nun	n be r (7 c	har.)	
		Par	t III: H	lighway o	r Pathw	vay Tr	raffic C	ontrol De	evice						
1. Are there	2. Types of Pa	assive Traffic	Control	Devices asso	ciated with	th the Cr	rossing								
Signs or Signals?	2.A. Crossbuc	k 2.f	3. STOP S	igns (R1-1)	2.C. YIEL	LD Signs	s (R1-2)	2.D. Advar	nce Wa	arning S	igns <i>(Check all</i>			e cou	nt) 🗷 None
¥ Yes □ No	Assemblies (c)	count) (co	ount)		(count)			☐ W10-1 ☐ W10-2 ☐			□ W10-3 □ W10-4				.1
2.E. Low Ground Cl	earance Sign	2.F. Paver	nent Mar	rkings		2	2.G. Chan	inelization			2.H. EXEMP		2.I. ENS		
(W10-5)	١			□5			Devices/N			dia	(R15-3)		Display Yes	ed	
■ Yes (count □ No	/	☐ Stop Lin		,	mic Envelo e		□ All App □ One Ap		☐ Me		□ Yes □ No		□ No		
2.J. Other MUTCD S	Signs	☐ Yes			-			te Crossing			hanced Signs	(List types,			
		Count					Signs (if p	U					,		
Specify Type Specify Type							□ Yes □	¬ No							
Specify Type							Lites ∟	⊒ INU							
3. Types of Train A	ctivated Warnir	ng Devices a	the Gra									_			
3.A. Gate Arms	3.B. Gate Con	figuration		3.C. Cantile		Bridgea	d) Flashin	g Light			Mounted Flash	ning Lights			. Total Count of
(count)	☐ 2 Quad	☐ Full (Bar	rior)	Structures Over Traffic		0	□Ind	candescent	,	<i>unt of n</i> Incande	nasts) <u>0</u> scent	 □ LED		Fla	shing Light Pairs
Roadway 0		Resistance	riei j	Over mann	CLanc	<u> </u>	□ m.v	anuescen			hts Included	☐ Side		0	
Pedestrian	☐ 4 Quad	\square Median	Gates	Not Over T	raffic Lane	e <u>0</u>	LE	D		-		Include	•	U	
3.F. Installation Date of Current 3.G. Wayside Horn 3.H. Highway Traffic Signals Controlling 3.I. Bells													3.I. Bells		
Active Warning Devices: (MM/YYYY) Crossing (count)															
Yes Installed on (MM/YYYY)/ Yes													0		
3.J. Non-Train Activ ☐ Flagging/Flagma		Operated Sign	I		Floodlight	nting 🗌	None			. Other _{unt} _0	Flashing Light		_		
4.A. Does nearby H		/ Traffic Signa		C. Hwy Traffic				5. Highway T							g Devices
Intersection have	Interconi	_	" '		J.B	CC111p.1.		☐ Yes ☐		110 0.0	10.5	(Check al	Il that ap	ply)	
Traffic Signals?		nterconnecte					5					-		Recording	
☐ Yes 🗷 No		raffic Signals Varning Signs		Simultaneou Advance	Storage Distance * Stop Line Distance *							☐ Yes —		Prese	ence Detection
		74111119 - 10			rt IV: Pl	hvsica		acteristic							
1. Traffic Lanes Cros	ssing Railroad	□ One-way	Traffic		. Is Roadwa					ın Dow	n a Street?	4. Is Cro	ssing Illu	mina	ated? (Street
Number of Lanes		☐ Two-wa	y Traffic		aved?	the state of the s							thin appı	rox. S	50 feet from
Crossing Surface				ved) Installa											La NO
☐ 1 Timber 🗷 ☐ 8 Unconsolidate	2 Asphalt \square	3 Asphalt a	and Timbe	er 🗆 4 Co							r 🗆 7 Met		J		
6. Intersecting Roa	dway within 50	0 feet?				7.	7. Smalle:	st Crossing A	ngle			8. Is Co	mmercia	l Pov	ver Available? *
¥ Yes □ No	If Yes, Approxin	mate Distanc	o (feet) ī	75			□ 0° – 29	o° ⊠ 30°	_ 50°		60° - 90°		≅ Yes	,	□ No
<u> </u>	п тез, дрргохії	nate Distanc	- () - ()		V: Publ			Informat			00 30		L= 103		<u> </u>
1. Highway System			2 Fun	ictional Classif						Is Cross	sing on State H	Highway	141	High	vay Speed Limit
1. Highway System			2.14.		(0) Rural			Ь		stem?	ing on state i	gway	35		MPH
	tate Highway Sy			Interstate				Collector		Yes				Poste	ed 🗆 Statutory
, ,	· Nat Hwy Syster ·al AID, Not NHS		` '	Other Freewa	,	•	,	Collector	5.	Linear I	Referencing Sy	ystem (LRS	Route II	D) *	
■ (08) Non-F	•			Minor Arteria			(7) Local	Concetor	6.	LRS Mil	epost *				
7. Annual Average Year 2004 AA). Regula ■ Yes	,	l by School B Average Nu		per Day	2	10. □ Y	_	ncy S No	ervices Route					
Submi	ission Infor	mation -	This inf	ormation i	s used fo	or adm	ninistra	tive purpo	ses a	nd is n	ot availabl	e on the	public	wel	osite.
C. b. addu. addu.				0	•						Discour		-		
Submitted by			la atia a ia	_ Organizat		20 :			عامانا	*l= = *:	Phone			ate	
Public reporting but sources, gathering a															
agency may not cor	_	-				-									
displays a currently												_	-		-
other aspect of this Washington, DC 20		Jaing for rea	ucing this	s burden to:	intormatio	on Colle	ection Off	icer, Federai	Kaliro	ad Adm	inistration, 12	on New Je	ersey Ave	e. SE,	IVIS-25

DEPARTMENT OF TRANSPORTATION

Form. For private hip pedestrian station gr Parts I and II, and the I, and the Submissio														
A. Revision Date			•			•	•	,	,		_			Ū
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra	nnsit ⊠ C Data	_		New ssing	L	Closed	☐ No Train Traffic	☐ Quiet Zone Upo		nvento	ory Number
		☐ State	□ Oth		a Re-Open		osirig Date Inge (Change in Primary	☐ Admin. Correction	ZONE OP		32917	P
				Part I: L	.ocati				ion Informatio					
1. Primary Operating SOUTH CAROLIN			DAD COMI	PANY, IN		2. State SOUTH	н СА	ROLINA		3. County LEE				
4. City / Municipality	1			eet/Road Na ADLEY AVE		lock Num	nber			6. Highway Ty	rpe & No.			
□ Near BISHOP				et/Road Nan					k Number)	S-60				
7. Do Other Railroad If Yes, Specify RR	s Operate	a Separate T	rack at Cro	ssing? □ Y	es 🗷 i	No		Oo Other f Yes, Spe	Railroads Operate O cify RR	ver Your Track a	at Crossing?	⊔ Yes	L x No)
9. Railroad Division o	r Region		10. Railro	ad Subdivision	on or D	istrict	I	11. Bra	nch or Line Name		12. RR Mil	epost 0330.69		
□ None COAST	ΓAL		☐ None	HARTS\	√ILLE_			☐ None	SJA			(nnnn.nn		 (suffix)
13. Line Segment			rest RR Tim	etable	15	. Parent I	RR (ij	f applicab	le)	16. Crossin	g Owner (if	applicab	le)	
* BISHOPVILLE														
17. Crossing Type 18. Crossing Purpose 19. Crossing Position 20. Public Access 21. Type of Train 22. Average Passenger													, ,	
■ Public	■ High	way way, Ped.	I At G □ RR U			(if Private □ Yes	. Cros	ssing)	▼ Freight □ Intercity Passense	☐ Transit	: I Use Transit			nt Per Day an One Per Day
☐ Private		on, Ped.	□ RR O			□ No			☐ Commuter	Tourist □				r Per Day 0
23. Type of Land Use												¬ · ·		
☐ Open Space 24. Is there an Adjace	☐ Farm ent Cross		idential	☐ Comm	nercial		Indus		☐ Institutional (A provided)	☐ Recreation	nal L	□ RR Yar	d	
241 is there an Aujus	2116 61 655	ing with a sep	Juliute Hulli			25. 4	,uice.	2011C (771	πριονιασαγ					
☐ Yes ■ No If 26. HSR Corridor ID	Yes, Prov	ride Crossing N		imal degrees		I No		24 Hr	☐ Partial ☐ Chica e in decimal degrees	go Excused	Date Esta		Co.	
26. HSK COTTIGOT ID		Z7. Latit	.uae in aeci	ŭ		\ -		·	· ·		23	9. Lat/Lo	ng sou	irce
	_ X N/A	(WGS84	std: nn.nr	ınnnnn) 34	1.20898	71	(W		-nnn.nnnnnnn) -80	.2502333	X	Actual		Estimated
30.A. Railroad Use	*							31.A. S	tate Use *					
30.B. Railroad Use	*							31.B. S	tate Use *					
30.C. Railroad Use	*							31.C. S	tate Use *					
30.D. Railroad Use	*							31.D. S	tate Use *					
32.A. Narrative (Rai	lroad Use	?) *						32.B. N	larrative (State Use)	*				
33. Emergency Notifi	cation Te	elephone No.	(posted)			ontact (7	ГеІері	hone No.)		35. State Con	, ,	hone No.)	
800-232-0144				800-8	300-349					803-737-162	<u></u>			
	4 - 11				Part	II: Rail	lroa	d Infor	mation					
1. Estimated Number				hru Trains	T 1 C -	Total Swit	chine	Trains	1 D. Total Transit	Trains	1 E Chack	if Locc T	han	
1.A. Total Day Thru Trains (6 AM to 6 PM) 2 1.B. Total Night Thru Trains (6 PM to 6 AM) 2 0 1.C. Total Switching Trains 1.D. Total Transit Trains One Movement Per Day How many trains per week? 20														
2. Year of Train Coun	t Data (Y	(YY)		3. Speed of				41	-					
2018				3.A. Maxim					ph) From 5	to 15				
	. Type and Count of Tracks													
Main <u>1</u>	Siding 0	Y	ard 0	Trans	sit 0		Indi	ustry 0						
,	Train Detection (<i>Main Track only</i>) ☐ Constant Warning Time ☐ Motion Detection ☐AFO ☐ PTC ☐ DC ☐ Other ☑ None													
6. Is Track Signaled?		IVIOLIOII	Detection	□AFO □		☐ DC Event Reco			None		7.B. Rem	note Heal	th Mo	nitoring
☐ Yes 🗷 No						Yes □						s \square N		

A. Revision Date (Nation 10/26/2018	MM/DD/YYYY)					P.	AGE 2			D. 632	Crossing Inve	ntory Num	ber (7 cl	nar.)			
		Р	art III:	Highway	or Pat	hway	Traffic (Control D	evice								
1. Are there	2. Types of Pa	ssive Traf	fic Conti	rol Devices as	sociated	with the	Crossing										
Signs or Signals?	2.A. Crossbucl	(2.B. STO	P Signs <i>(R1-1)</i>	2.C.	YIELD Sig	ns <i>(R1-2)</i>	2.D. Advar	nce Wa	arning S	igns (Check al	l that apply	ı; include	cou	nt) [¥ None	
¥ Yes □ No	Assemblies (co	ount) 2	(count)		(cou	nt)		☐ W10-1 ☐ W10-2				l					
2.E. Low Ground Cl	earance Sign	2.F. Pav	ement N	/larkings			2.G. Cha	nnelization			2.H. EXEMP	T Sign	2.I. ENS	Sign	(I-13)		
(W10-5)	1	G CL						Medians		dia	(R15-3) □ Yes		Displaye	ed			
■ Yes (count □ No	/		ing Symb	ools 🗆 No	namic En ine	ivelope	□ All Ap	•	☐ Me		□ Yes		¥ Yes □ No				
2.J. Other MUTCD S	Signs	🗷 Ye	es 🗆 No)				ate Crossing	2.L	. LED En	hanced Signs	(List types))				
Specify Type		Coun	ıt 2				Signs (if	orivate)									
Specify Type		Coun	t 0				☐ Yes	□ No									
Specify Type									<u> </u>								
3. Types of Train A									_		Mataal Flaat	h: 1:-b+-	1	2.5	Tatal	` f	
3.A. Gate Arms (count)	3.B. Gate Conf	riguration		Structure			<i>ged)</i> Flashi	ng Light			Mounted Flas nasts) 0	ning Lights				Count of ght Pairs	
(county	☐ 2 Quad	☐ Full (B	Barrier)	Over Tra	•	· _	_ 🗆 Ir	candescent		Incande		 □ LED			6 =.0	5	
Roadway 0	☐ 3 Quad	Resistan								Back Lig	hts Included	☐ Side	_	0			
Pedestrian																	
3.F. Installation Date of Current 3.F. Installation Date of Current 3.H. Highway Traffic Signals Controlling 3.I. Bells Consider (AMA/WWW)													ls				
Active Warning Devices: (MM/YYYY) Crossing (count))				
3.J. Non-Train Active Warning □ Flagging/Flagman □ Manually Operated Signals □ Watchman □ Floodlighting □ None 3.K. Other Flashing Lights or Warning Devices Count 0 Specify type																	
4.A. Does nearby Hwy 4.B. Hwy Traffic Signal 4.C. Hwy Traffic Signal Preemption 5. Highway Traffic Pre-Signals 6. Highway Monitoring Devices													!S				
Intersection have	Interconr							□ Yes □	No			•	all that apply)				
Traffic Signals?		nterconne affic Signa		☐ Simultane	ous Storage Dista								s - Photo/Video Recording s – Vehicle Presence Detection			_	
☐ Yes IX No		arning Sig		☐ Advance	9							☐ None		1030	nice De	cction	
				F	art IV	: Physi	cal Cha	racteristic	S								
1. Traffic Lanes Cro	ssing Railroad	☐ One-w	ay Traffi	С	2. Is Ro	adway/P	athway	3. Does T	rack R	un Dow	n a Street?	4. Is Cro	ssing Illui	mina	ted? (S	treet	
Number of Lanes		☐ Two-v☐ Divide			Paved?	Yes l	□ No		□ Yes	X	No	lights wit nearest r					
Number of Lanes 5. Crossing Surface 1 Timber	(on Main Track	, multiple	types all	owed) Insta	llation D	ate * (M	M/YYYY) _			_ Wid	No dth *		Length *				
☐ 1 Timber ■ ☐ 8 Unconsolidate	Z Aspirare —	3 Aspirai	it and in	11001 - 4	Concrete	e ⊔ 5 	Concrete	and Rubber	6	Rubbe	er 🗆 7 Me	tal -					
6. Intersecting Roa	dway within 500) feet?					7. Smalle	est Crossing A	ngle			8. Is Cor	mmercial	Pov	er Avai	lable? *	
☐ Yes 🗷 No	If Yes, Approxin	nate Dista	nce (feet	·)			□ 0°-2	9° □ 30°	– 59°	×	60° - 90°		■ Yes		□ No		
				Pa	rt V: P	ublic H	lighway	Informat	ion								
1. Highway System			2. F	unctional Cla	sificatio	n of Road	at Crossir	ng	3.	Is Cross	sing on State I	Highway	4. H	ighv	ay Spe	ed Limit	
					(0) Rui		1) Urban	- " .	,	stem?			25			ЛРН	
, ,	tate Highway Sy Nat Hwy Systen			(1) Interstate (2) Other Free	wavs an] (5) Majo	r Collector		Yes	□ No Referencing S	ustom (LDC			d ⊔S	tatutory	
	al AID, Not NHS	(14113)		(3) Other Prin	,	•	•	r Collector	5.	Linear	Kererencing S	ystem (LKS	Koute IL	"			
■ (08) Non-F	ederal Aid			(4) Minor Arte	erial		(7) Local			LRS Mi	lepost *						
7. Annual Average Daily Traffic (AADT) 8. Estimated Percent Trucks 9. Regularly Used by School Buses? 10. Emergency Services Route 2004 AADT 000025 9. Provided Percent Trucks 9. Regularly Used by School Buses? 10. Emergency Services Route 2004 Provided Percent Trucks 9. Regularly Used by School Buses? 2004 Provided Percent Trucks 200											Route						
Submi	ssion Infor	mation	- This i	informatior	is use	d for ac	lministra	itive purpo	ses a	nd is n	ot availabl	e on the	public	web	site.		
Submitted by				Organiz							Phone			ate .			
Public reporting bu sources, gathering																	
agency may not cor	_			•	_	_					• .				-		
displays a currently													-			te or any	
other aspect of this Washington, DC 20		iding for r	eaucing	triis burden to	: intorm	iation Co	nection Of	ticer, Federal	kaiiro	aa Adm	imistration, 12	200 New Je	rsey Ave	. SE,	IVIS-25		

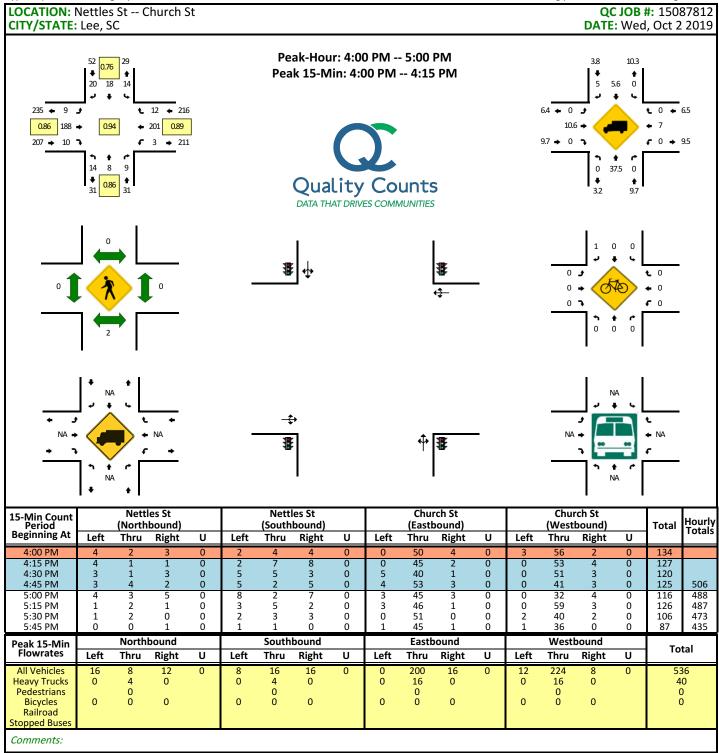
DEPARTMENT OF TRANSPORTATION

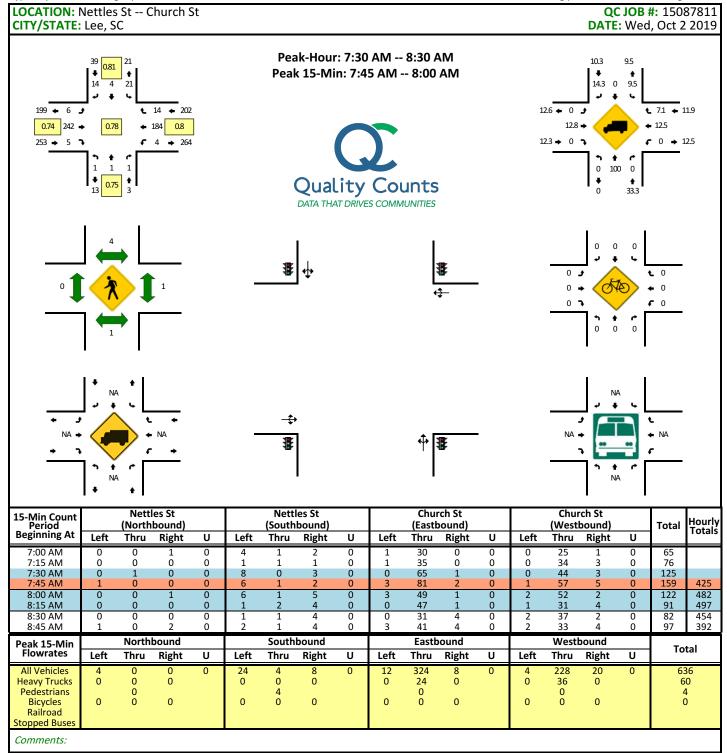
Form. For private hig pedestrian station grants I and II, and the	ghway-ra ade cross Submiss n Informa	il grade cross sings), compli ion Information ation section.	ings, comp ete the Hea on section. I For chang	lete the He der, Parts I For grade-se es to existin	ader, P and II, eparate ng data	arts I and and the S d highway , complet	II, a Subm /-rail e the	nd the Suission Info or pathwa Header,	ubmission Information ormation section. For ay crossings (including Part I Items 1-3, and	on section. For or Private path ng pedestrian s nd the Submiss	public pa way grade tation cros ion Inform	thway g crossing sings), co	lete the entire inventory rade crossings (including gs, complete the Header, part ection, in addition to the enotes an optional field.		
A. Revision Date		B. Reporting	Agency	C. F	Reason	for Updat	e (Se	lect only c	one)				D. DOT Crossing		
(<i>MM/DD/YYYY</i>) 10 / 26 / 2018		■ Railroad	☐ Tra		Change				Closed	☐ No Train			Inventory Number		
10 / 20 / 2010		□ State	□ Oth	Dat ner 🗆 I	ta Re-Opei	n 🗆 🗈	ssing Date Inge (Change in Primary	Traffic ☐ Admin. Correction	Zone (Jpdate	632918W		
				Part I: I	ocati				ion Information						
1. Primary Operating SOUTH CAROLINA			DAD COMI			2. State		ROLINA		3. County LEE					
4. City / Municipality In				et/Road Na CHARLES		Block Nun	nber	.		6. Highway 1	Type & No.	•			
□ Near BISHOP				et/Road Na				<u> </u>	k Number)	SC 154		2 🗆	- F3 N		
7. Do Other Railroads If Yes, Specify RR	s Operate	e a Separate	rack at Cro	ssing? 🗆 \	res 🗷	No		f Yes, Spe	Railroads Operate C cify RR	Ver Your Track	at Crossir	ng!⊔Y	es 🗷 No		
9. Railroad Division o	r Region		10. Railro	ad Subdivis	ion or E	District	l	11. Bra	nch or Line Name		12. RR I	Milepost			
□ None COAST	AL		☐ None	HARTS	SJA		(prefix)	_'							
13. Line Segment 14. Nearest RR Timetable 15. Parent RR (if applicable) 16. Crossing On												(if appli	cable)		
* Station * BISHOPVILLE ■ N/A □ N/A SCRF															
17. Crossing Type	18. Cro	ssing Purpose		ssing Positi		20. Public	c Acc	ess	21. Type of Train	_ □ 10/A		2	2. Average Passenger		
	■ High		■ At G			(if Private	. Cros	ssing)	■ Freight	☐ Trans			rain Count Per Day		
■ Public □ Private		way, Ped. on, Ped.	☐ RR U			☐ Yes ☐ No			☐ Intercity Passen☐ Commuter	O	ed Use Trai st/Other		☐ Less Than One Per Day ☐ Number Per Day 0		
23. Type of Land Use		on, red.		vei					- Commuter		34/011161		1 Number Fer Day -		
	\square Farm		idential	☐ Com	mercial		Indus		☐ Institutional	☐ Recreat	ional	□RR	Yard		
24. Is there an Adjace	ent Cross	ing with a Se	parate Num	ber?		25. Q	uiet i	Zone (FR	PA provided)						
☐ Yes ■ No If `	Yes, Prov	ide Crossing N	lumber			ı ≅ No) [24 Hr	☐ Partial ☐ Chica	ago Excused	Date E	Establish	ed		
26. HSR Corridor ID	<u> </u>		tude in dec	imal degree	es		28.	Longitud	e in decimal degree	s		29. Lat,	/Long Source		
	■ N/A	/WCC0	1 std: nn.nı	34	4.2182	110	/14/	CC04 c+d.		.2484050		■ Actu	al Distinguished		
30.A. Railroad Use	_LB_IN/A_ *	(770382	rstu. IIII.III				(/ / /	WGS84 std: -nnn.nnnnnnn) -80.2484050							
30.B. Railroad Use	*							31.B. S	tate Use *						
30.C. Railroad Use	*							31.C. S	tate Use *						
30.D. Railroad Use	*							31.D. S	tate Use *						
32.A. Narrative (Rain	lroad Use	2) *						32.B. N	larrative (State Use)	*					
33. Emergency Notifi 800-232-0144	cation Te	elephone No.	(posted)		ilroad (Contact (7	ГеІері	hone No.)		35. State Co	•	lephone I	No.)		
										003-737-10					
4.5.11		-			Par	t II: Rail	Iroa	d Intor	mation						
 Estimated Number 1.A. Total Day Thru T 	•		ents otal Night T	hru Trains	1.0	Total Swit	chine	Trains	1.D. Total Transi	t Trains	1 F Ch	eck if Les	ss Than		
(6 AM to 6 PM) (6 PM to 6 AM) 2 0 0 How many trains per week? 20												Per Day			
2. Year of Train Count	t Data (Y)	YYY)		3. Speed o		•	_		_		•		-		
2018				3.A. Maxin					ph) From 5	to _25					
4. Type and Count of	Tracks			J.b. Typica	ii speed	i Narige U\	ei Cľ	ussilig (M	<i>ιριη</i> 110III <u> -</u>	105					
	Siding 0	Y	ard 0	Trar	nsit 0		Indi	ustry 0							
5. Train Detection (M															
Constant Warn 6. Is Track Signaled?	ning Time	□ Motion	Detection	□AFO □		☐ DC Event Rec		ther \Box	None		700	amoto L	lealth Monitoring		
☐ Yes ■ No						Yes \square						Yes [

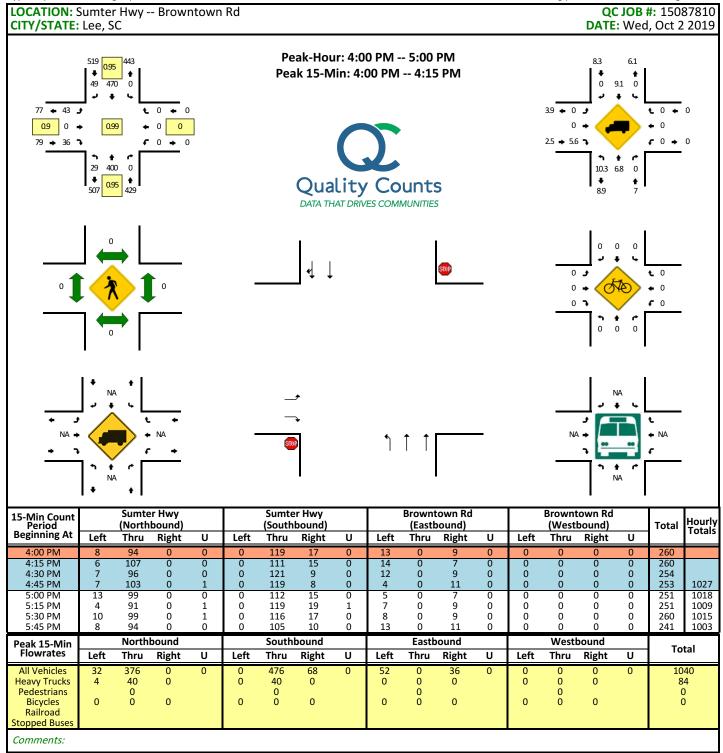
A. Revision Date (A 10/26/2018	ЛМ/DD/YYYY)					Р	AGE 2			D . 632	Crossing Inve	ntory Nun	n ber (7 c	har.,	1
			Part III	: Highway	or Pat	hway	Traffic (Control De	vice	Info	rmation				
1. Are there	2. Types of Pa	ssive Tra	affic Cont	rol Devices as	sociated	with the	Crossing								
Signs or Signals?	2.A. Crossbuc			P Signs (R1-1)		-	gns <i>(R1-2)</i>	2.D. Advan	ce Wa	rning S	igns (Check al			cor	<i>int)</i> ■ None
¥ Yes □ No	Assemblies (co		(count) 0		(cou	nt)		□ W10-1 _ □ W10-2 _				3 			l1 l2
2.E. Low Ground Cl (W10-5)	earance Sign	2.F. Pa	avement	Markings				nnelization Medians			2.H. EXEMP (R15-3)	T Sign	2.I. ENS	_	n (I-13)
Yes (count)		p Lines	,	namic En	velope	☐ All Ap	proaches [□ Me		☐ Yes ´		¥ Yes ☐ No		
☐ No 2.J. Other MUTCD S	Signs		Xing Sym 'es 🗷 N		one		One A	ate Crossing	☐ Nor		□ No nhanced Signs	(List tynes			
							Signs (if	U	2.L.	LLD LI	maneca signs	(List types	,		
Specify Type Specify Type			ınt ınt				☐ Yes	□No							
Specify Type			int				□ Yes	⊔ NO							
3. Types of Train A	ctivated Warnin	g Device	es at the	Grade Crossin	g (specify	count o	f each dev	ice for all that	apply	<i>')</i>					
3.A. Gate Arms	3.B. Gate Con	figuratio	n				<i>ged)</i> Flashi	ng Light			Mounted Flas	hing Lights			. Total Count of
(count)	☐ 2 Quad	□ Full	(Barrier)		es <i>(count</i> Iffic Lane		□Ir	ıcandescent			nasts) 2 escent	 LED		FIE	shing Light Pairs
Roadway 2		Resista	'	0,00	inic Lanc		_ "	icanacscent			hts Included	☐ Side		4	
Pedestrian	☐ 4 Quad	☐ Med	lian Gate	Not Ove	r Traffic l	Lane 0	🗆 LI	ED				Include	ed	•	
3.F. Installation Dat	e of Current			3.G. Wayside	Horn					3.H. F	Highway Traffi	c Signals C	ontrollin	g	3.I. Bells
Active Warning Dev	, ,	,		☐ Yes Ir	stalled o	n <i>(MM/</i>)	(YYY)	/		Cross	0				(count)
		Not Req	uirea	□ No					_	⊔ Ye	s I No				2
3.J. Non-Train Active Warning □ Flagging/Flagman □ Manually Operated Signals □ Watchman □ Floodlighting □ None 3.K. Other Flashing Lights or Warning Devices Count 0 Specify type															
4.A. Does nearby H	wy 4.B. Hwy	Traffic S	ignal	4.C. Hwy Tra	ffic Signa	l Preemp	otion	5. Highway Tr	affic F	re-Sigr	nals	6. Highw	ay Monit	torin	g Devices
Intersection have	Intercon							□ Yes □ I	No			(Check a			December
Traffic Signals?	■ Not Ir			☐ Simultane	enus			Storage Dista	nce *				-		Recording ence Detection
☐ Yes 🗷 No	☐ For W	_		☐ Advance	.003			Stop Line Dist				☐ None			20000000
				ı	Part IV	: Physi	ical Cha	racteristic	S						
1. Traffic Lanes Cros						adway/P	athway	3. Does Tr	ack Ru	ın Dow	n a Street?		_		ated? (Street
Number of Lanes			-way Tra ded Traffi		Paved?	Yes	□ No		Yes	×	No	_			50 feet from ■ No
5. Crossing Surface	(on Main Track	, multipl	e types a	llowed) Inst				/					Length *		
☐ 1 Timber ☐ ☐ 8 Unconsolidate						e 🗆 5	Concrete	and Rubber	□ 6	Rubbe	er 🗆 7 Me	tal -			
6. Intersecting Roa	dway within 500) feet?					7. Smalle	est Crossing Ar	ngle			8. Is Co	mmercia	l Po	wer Available? *
☐ Yes ■ No	If Yes, Approxin	nate Dist	ance <i>(fee</i>	t)		_	□ 0° – 2	9° □ 30°-	- 59°	X	60° - 90°		¥ Yes	;	□ No
				Pa	rt V: P	ublic F	lighway	Informati	on						
1. Highway System			2.	Functional Cla				ng	3.	Is Cros	sing on State I	Highway			way Speed Limit
☐ (01) Interes	tata Hisboos Co				₫ (0) Rui		1) Urban	. Callantan		stem?	□ Na		45		MPH
	tate Highway Sy Nat Hwy Syster			(1) Interstate (2) Other Fre	ewavs an			r Collector			☐ No Referencing S	ustam /I RS		Post	ed Statutory
, ,	al AID, Not NHS	((,		(3) Other Prin	•	•	•	r Collector				ystern (LAS	noute n		
☐ (08) Non-F				(4) Minor Art			(7) Local			LRS Mi	lepost *				
7. Annual Average Daily Traffic (AADT) Year 2004 AADT 001330 8. Estimated Percent Trucks 08 No Average Number per Day 6 10. Emergency Services Route															
Submi	ission Infor	mation	1 - This	informatio	ı is used	d for ac	dministro	itive purpos	ses ai	nd is r	not availabl	e on the	public	wel	bsite.
Submitted by				Organi	zation						Phone		[ate	
Public reporting bu															
sources, gathering a agency may not cor	_			-	-	_									
displays a currently	•	-		•		-	-	•							
other aspect of this	collection, inclu											_	-		•
Washington, DC 20	590.														

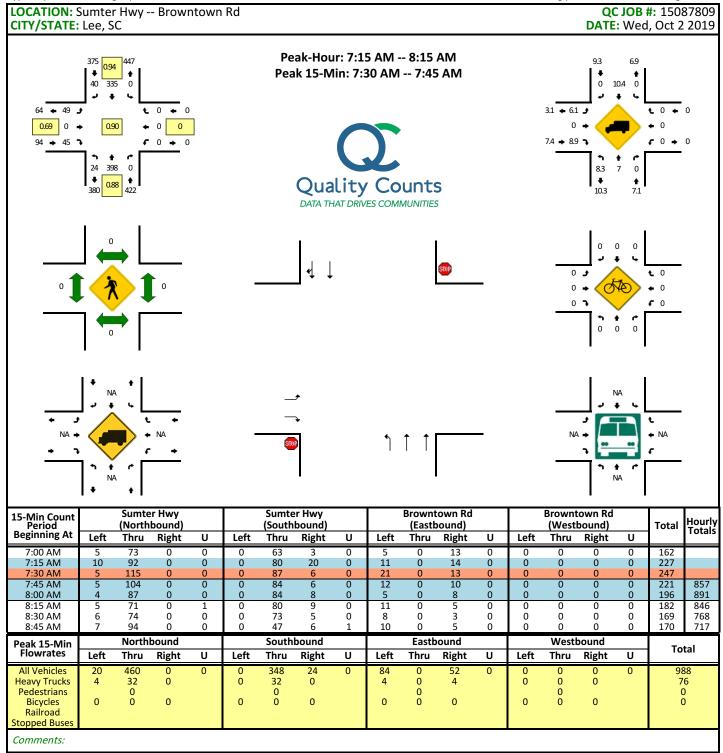
APPENDIX I

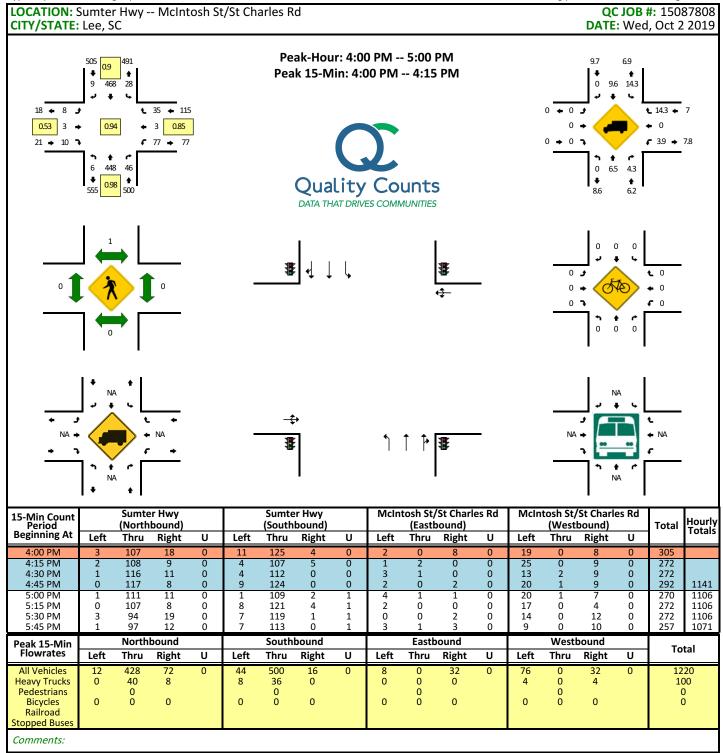
2019 Turning Movement Counts

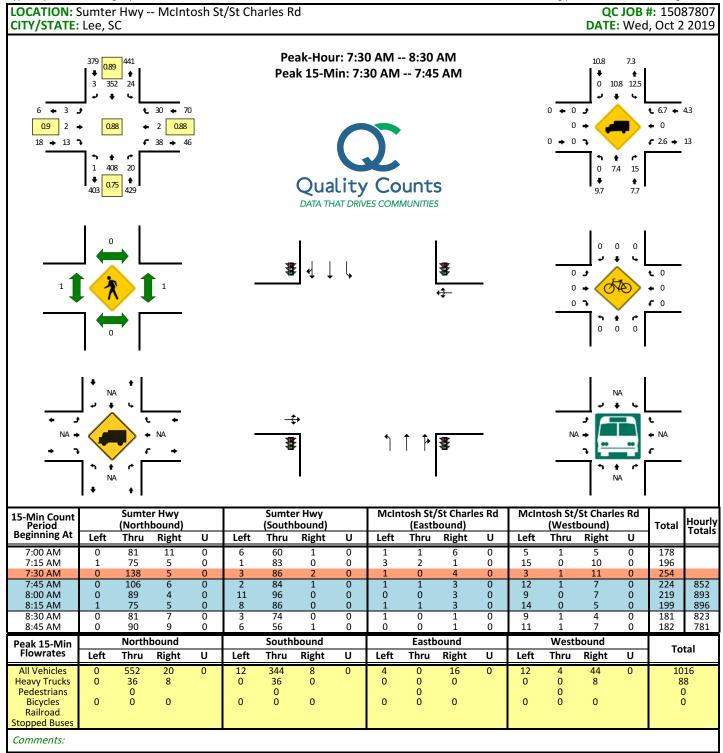


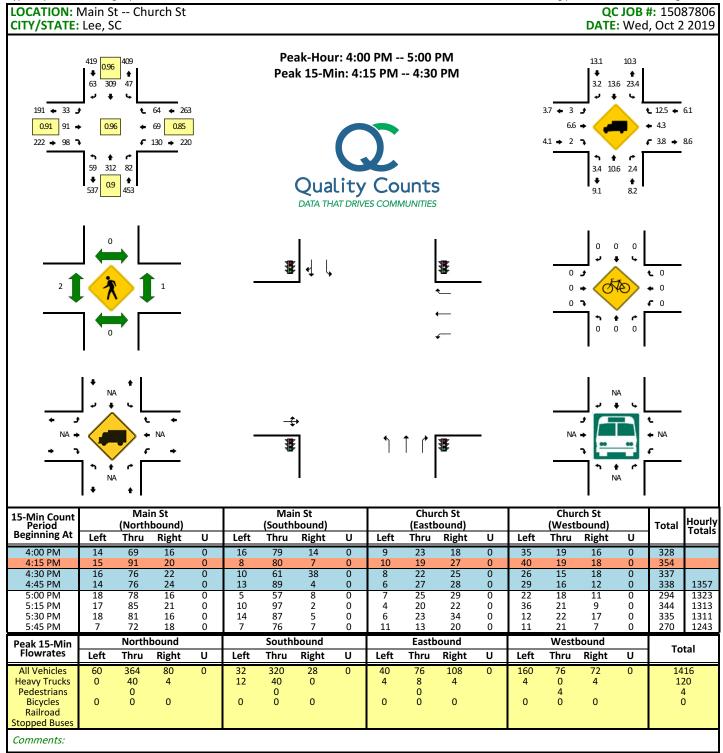


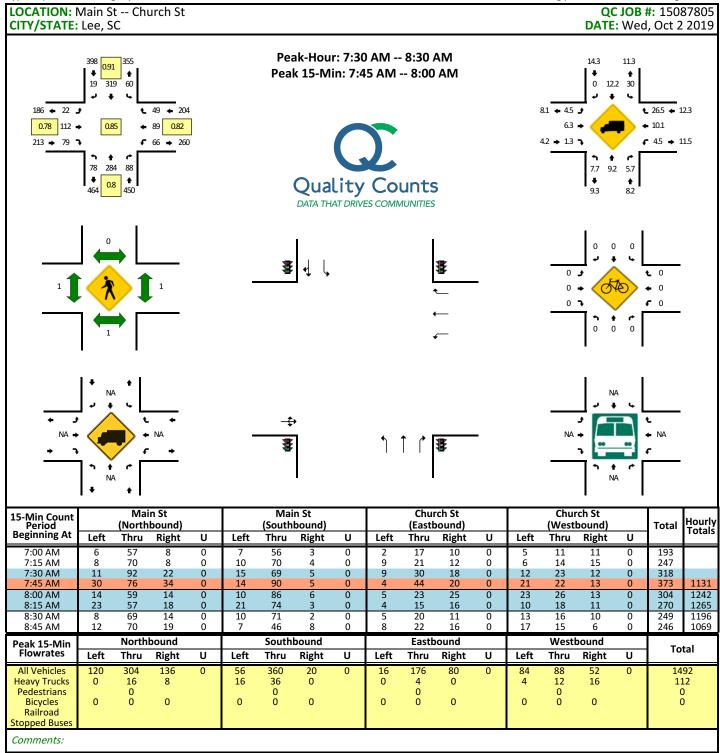


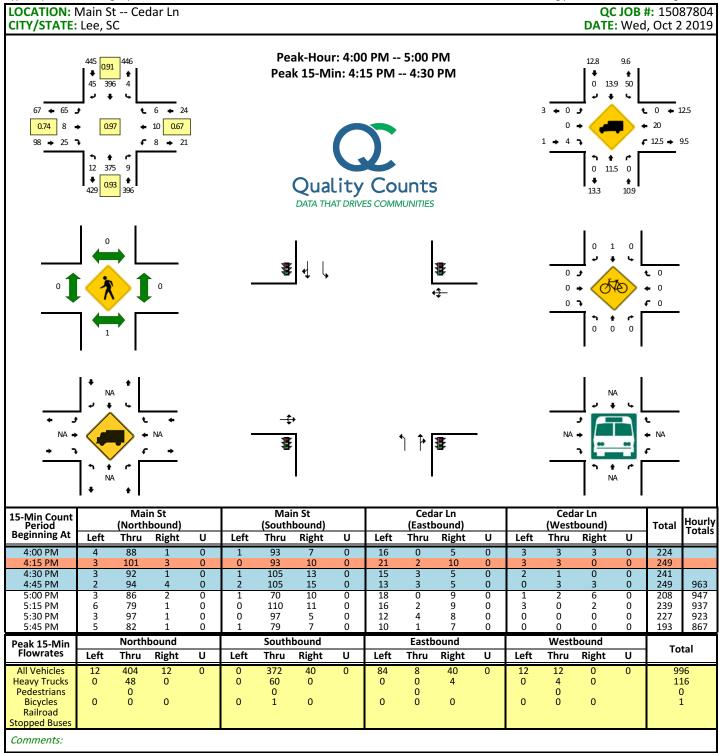


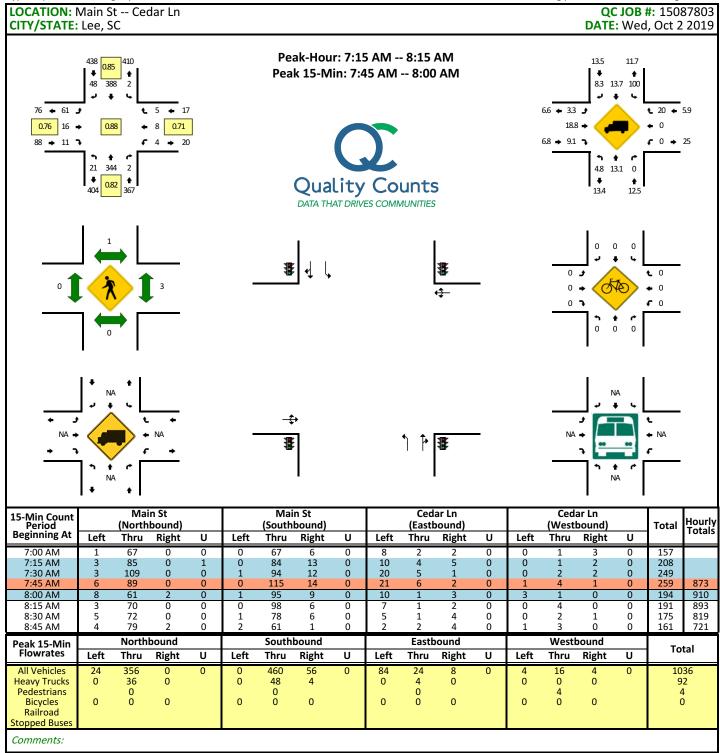


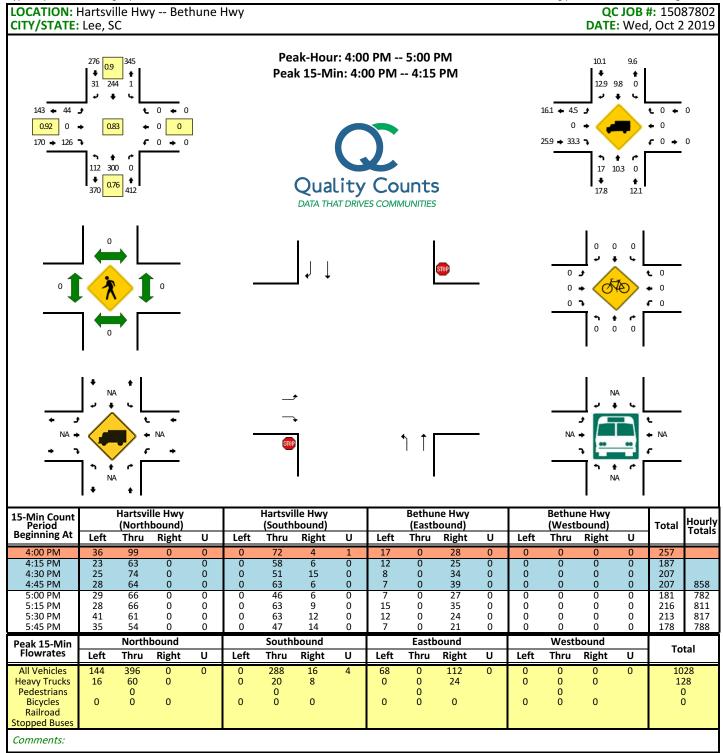


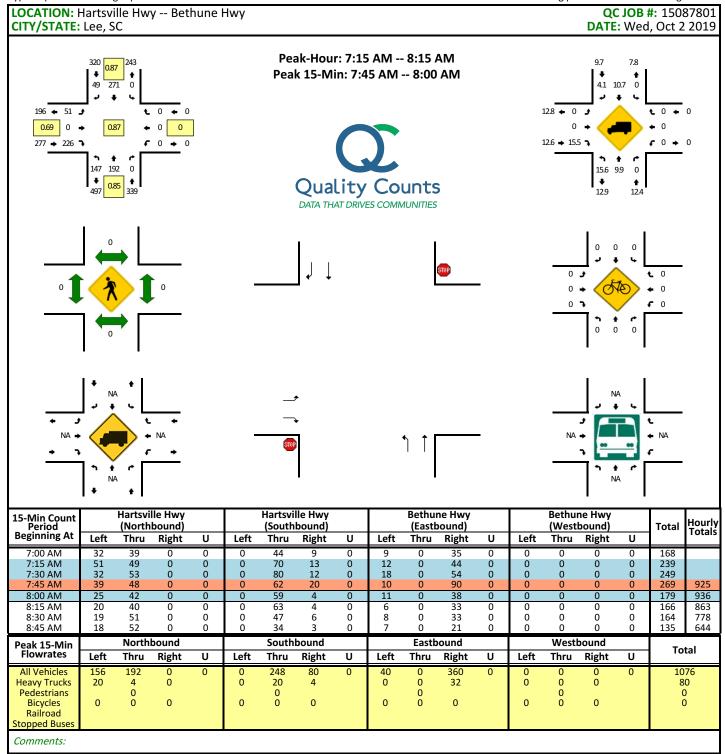












APPENDIX J

Existing Synchro Reports

Intersection							
Int Delay, s/veh	6.8						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	Į
Lane Configurations	*	7	ሻ	<u></u>	<u>□ □ □ □</u>	7	
Traffic Vol, veh/h	51	226	147	192	271	49	
Future Vol, veh/h	51	226	147	192	271	49	
Conflicting Peds, #/hr	0	0	0	0	0	0	
	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Yield	-	None	-	Yield	
Storage Length	0	50	240	-	<u>-</u>	80	
Veh in Median Storage,	-	-	240	0	0	-	
Grade, %	# 0	_	_	0	0		
Peak Hour Factor	69	69	85	85	87	87	
Heavy Vehicles, %	09	16	16	10	11	4	
	74	328	173	226	311	56	
Mvmt Flow	74	320	1/3	220	311	90	
Major/Minor Mi	inor2	- 1	Major1	1	Major2		
Conflicting Flow All	883	311	311	0	-	0	
Stage 1	311	-	-	-	-	-	
Stage 2	572	-	-	-	-	-	
Critical Hdwy	6.4	6.36	4.26	-	-	-	
Critical Hdwy Stg 1	5.4	-	_	-	-	-	
Critical Hdwy Stg 2	5.4	_	-	-	_	_	
Follow-up Hdwy	3.5	3.444	2.344	-	_	_	
Pot Cap-1 Maneuver	319	698	1174	_	_	_	
Stage 1	748	-	-	-	_	_	
Stage 2	569	_	-	-	_	_	
Platoon blocked, %	000			_	_	_	
Mov Cap-1 Maneuver	272	698	1174	_	_	_	
Mov Cap-2 Maneuver	272	-		_	_	_	
Stage 1	638		_	_		_	
Stage 2	569	_	_	_	_	_	
Stage 2	509						
Approach	EB		NB		SB		
HCM Control Delay, s	16.2		3.7		0		
HCM LOS	С						
Minor Lane/Major Mvmt		NBL	NDT	EBLn1 I	EDI n2	SBT	
			NDII			SDI	
Capacity (veh/h) HCM Lane V/C Ratio		1174	-	272	698	-	
		0.147	-	0.272		-	
		0.0					
HCM Control Delay (s)		8.6	-	23.1	14.6	-	
		8.6 A 0.5	-	C 1.1	14.6 B 2.5	- -	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		Ţ	f)		7	î,	
Traffic Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Future Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	80	21	14	6	11	7	26	420	2	2	456	56
Peak Hour Factor	0.76	0.76	0.76	0.71	0.71	0.71	0.82	0.82	0.82	0.85	0.85	0.85
Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	263	26	17	153	105	56	521	965	5	287	840	103
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	916	240	160	292	988	527	867	1698	8	216	1478	182
Grp Volume(v), veh/h	115	0	0	24	0	0	26	0	422	2	0	512
Grp Sat Flow(s),veh/h/ln	1317	0	0	1808	0	0	867	0	1706	216	0	1660
Q Serve(g_s), s	2.7	0.0	0.0	0.0	0.0	0.0	0.7	0.0	5.2	0.2	0.0	7.1
Cycle Q Clear(g_c), s	3.1	0.0	0.0	0.4	0.0	0.0	7.8	0.0	5.2	5.4	0.0	7.1
Prop In Lane	0.70		0.12	0.25		0.29	1.00		0.00	1.00		0.11
Lane Grp Cap(c), veh/h	306	0	0	315	0	0	521	0	970	287	0	944
V/C Ratio(X)	0.38	0.00	0.00	0.08	0.00	0.00	0.05	0.00	0.44	0.01	0.00	0.54
Avail Cap(c_a), veh/h	412	0	0	452	0	0	521	0	970	287	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	0.0	0.0	14.9	0.0	0.0	7.4	0.0	4.6	6.1	0.0	5.0
Incr Delay (d2), s/veh	8.0	0.0	0.0	0.1	0.0	0.0	0.2	0.0	1.4	0.0	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.4	0.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	16.9	0.0	0.0	15.0	0.0	0.0	7.6	0.0	6.0	6.2	0.0	7.2
LnGrp LOS	В	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	A
Approach Vol, veh/h		115			24			448			514	
Approach Delay, s/veh		16.9			15.0			6.1			7.2	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		9.9		27.0		9.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		7.0		21.0		7.0				
Max Q Clear Time (g_c+l1), s		0.0		5.1		0.0		2.4				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			7.9									
HCM 6th LOS			Α									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		, J	†	7	J.	†	7	¥	ĵ.	
Traffic Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	20
Future Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	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	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	35	151	96	76	104	65	79	371	98	54	346	22
Peak Hour Factor	0.78	0.78	0.78	0.82	0.82	0.82	0.80	0.80	0.80	0.91	0.91	0.91
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	144	216	125	475	392	285	472	762	662	408	691	44
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	121	964	560	1106	1752	1271	966	1767	1535	719	1602	102
Grp Volume(v), veh/h	282	0	0	76	104	65	79	371	98	54	0	368
Grp Sat Flow(s),veh/h/ln	1645	0	0	1106	1752	1271	966	1767	1535	719	0	1704
Q Serve(g_s), s	2.5	0.0	0.0	0.0	1.7	1.5	2.2	5.3	1.4	2.0	0.0	5.5
Cycle Q Clear(g_c), s	5.5	0.0	0.0	1.8	1.7	1.5	7.7	5.3	1.4	7.3	0.0	5.5
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	485	0	0	475	392	285	472	762	662	408	0	735
V/C Ratio(X)	0.58	0.00	0.00	0.16	0.27	0.23	0.17	0.49	0.15	0.13	0.00	0.50
Avail Cap(c_a), veh/h	633	0	0	577	554	402	527	863	750	450	0	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	11.2	11.1	11.0	10.0	7.1	6.0	9.8	0.0	7.2
Incr Delay (d2), s/veh	1.1	0.0	0.0	0.2	0.4	0.4	0.2	0.7	0.1	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.4	0.5	0.3	0.4	1.5	0.3	0.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.7	0.0	0.0	11.3	11.5	11.4	10.2	7.8	6.2	10.0	0.0	7.9
LnGrp LOS	В	Α	Α	В	В	В	В	Α	Α	Α	Α	A
Approach Vol, veh/h		282			245			548			422	
Approach Delay, s/veh		13.7			11.4			7.9			8.2	
Approach LOS		В			В			А			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		13.8		21.0		13.8				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		11.0		17.0		11.0				
Max Q Clear Time (g_c+l1), s		9.7		7.5		9.3		3.8				
Green Ext Time (p_c), s		2.8		0.3		2.5		0.5				
Intersection Summary												
HCM 6th Ctrl Delay			9.6									
HCM 6th LOS			Α									

	٠	→	•	•	←	•	•	†	<i>></i>	\	↓	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4	7	ች	ħβ		ች	ΦÞ		
Traffic Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3	
Future Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
	1.00		1.00	1.00	•	1.00	1.00		1.00	1.00		1.00	
, —, ,	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	1.00	1.00	No	1.00	1.00	No	1.00	1.00	No	1.00	
	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737	
Adj Flow Rate, veh/h	6	3	12	44	2	40	1	544	27	19	392	3	
	0.90	0.90	0.90	0.88	0.88	0.88	0.75	0.75	0.75	0.89	0.89	0.89	
Percent Heavy Veh, %	0	0.00	0.00	0.00	0.00	7	0.70	7	7	13	11	11	
Cap, veh/h	10	5	20	102	5	90	4	1633	81	423	1137	9	
	0.02	0.02	0.02	0.06	0.06	0.06	0.00	0.49	0.49	0.34	0.34	0.34	
Sat Flow, veh/h	486	243	972	1734	79	1522	1810	3309	164	768	3357	26	
Grp Volume(v), veh/h	21	0	0	46	0	40	1010	280	291	19	193	202	
Grp Volume(v), ven/n Grp Sat Flow(s),veh/h/ln1		0	0	1813	0	1522	1810	1706	1767	768	1650	1732	
Q Serve(g_s), s	0.5	0.0	0.0	1.1	0.0	1.1	0.0	4.4	4.4	0.7	3.9	3.9	
Cycle Q Clear(g_c), s	0.5	0.0	0.0	1.1	0.0	1.1	0.0	4.4	4.4	0.7	3.9	3.9	
	0.29	0.0	0.57	0.96	0.0	1.00	1.00	4.4	0.09	1.00	3.3	0.01	
_ane Grp Cap(c), veh/h	35	0	0.57	107	0	90	4	842	872	423	559	587	
	0.60	0.00	0.00	0.43	0.00	0.45	0.24	0.33	0.33	0.04	0.34	0.34	
Avail Cap(c_a), veh/h	154	0.00	0.00	242	0.00	203	163	1010	1046	430	574	603	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \ /		0.00	0.00	20.1	0.00	20.1	22.1	6.8	6.8	9.9	11.0	11.0	
Uniform Delay (d), s/veh	15.4	0.0	0.0	20.1	0.0	3.4	28.4	0.0	0.0	0.1	0.5	0.5	
, , , , ,			0.0					0.0		0.1	0.0	0.0	
nitial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0		0.0		1.1		
%ile BackOfQ(50%),veh/		0.0	0.0	0.5	0.0	0.4	0.0	1.0	1.1	0.1	1.1	1.2	
Unsig. Movement Delay,		0.0	0.0	22.0	0.0	22 G	50 F	7 1	7 1	10.0	11 5	11.5	
1 1 7	36.9	0.0	0.0	22.8	0.0	23.6	50.5	7.1	7.1	10.0	11.5		
LnGrp LOS	D	A 24	A	С	A	С	D	A	A	A	B	В	
Approach Vol, veh/h		21			86			572			414		
Approach Delay, s/veh		36.9			23.2			7.2			11.4		
Approach LOS		D			С			Α			В		
Timer - Assigned Phs		2		4	5	6		8					
Phs Duration (G+Y+Rc),	s	28.6		6.9	6.8	21.8		8.7					
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1					
Max Green Setting (Gma		* 26		4.0	* 4	* 15		5.9					
Max Q Clear Time (g_c+		6.4		2.5	2.0	5.9		3.1					
Green Ext Time (p_c), s	, , .	7.1		0.0	0.0	2.4		0.0					
Intersection Summary				3.0	3.0			J.0					
HCM 6th Ctrl Delay			10.6										
HCM 6th LOS			10.6 B										
			D										
Notes													

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

Page 5 **CDM Smith**

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	7	230	4	3	187	13	1	1	1	21	3	11	
Future Volume (veh/h)	7	230	4	3	187	13	1	1	1	21	3	11	
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 Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	9	311	5	4	234	16	1	1	1	26	4	14	
Peak Hour Factor	0.74	0.74	0.74	0.80	0.80	0.80	0.75	0.75	0.75	0.81	0.81	0.81	
Percent Heavy Veh, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	138	879	14	133	835	56	176	6	6	244	6	22	
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.04	0.04	0.04	0.04	0.04	0.04	
Sat Flow, veh/h	13	1655	26	6	1572	106	130	130	130	931	143	501	
Grp Volume(v), veh/h	325	0	0	254	0	0	3	0	0	44	0	0	
Grp Sat Flow(s),veh/h/lr		0	0	1684	0	0	390	0	0	1575	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.1	0.0	0.0	2.3	0.0	0.0	0.2	0.0	0.0	0.8	0.0	0.0	
Prop In Lane	0.03		0.02	0.02		0.06	0.33		0.33	0.59		0.32	
Lane Grp Cap(c), veh/h	1031	0	0	1024	0	0	187	0	0	272	0	0	
V/C Ratio(X)	0.32	0.00	0.00	0.25	0.00	0.00	0.02	0.00	0.00	0.16	0.00	0.00	
Avail Cap(c_a), veh/h	1446	0	0	1438	0	0	247	0	0	529	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	3.8	0.0	0.0	3.7	0.0	0.0	13.0	0.0	0.0	13.3	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	0.3	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	4.1	0.0	0.0	3.8	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		325			254			3			44		
Approach Delay, s/veh		4.1			3.8			13.0			13.5		
Approach LOS		Α			A			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)		21.0		7.2		21.0		7.2					
Change Period (Y+Rc),	•	6.0		6.0		6.0		6.0					
Max Green Setting (Gm		22.0		6.0		22.0		6.0					
Max Q Clear Time (g_c-	, ,	4.3		2.2		5.1		2.8					
Green Ext Time (p_c), s		1.2		0.0		1.5		0.0					
, ,		1.2		0.0		1.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			4.7										
HCM 6th LOS			Α										

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ች	7	ች	^	∱ 1≽	
Traffic Vol, veh/h	49	45	24	398	335	40
Future Vol, veh/h	49	45	24	398	335	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	265	0	250	-	_	-
Veh in Median Storage		-	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	69	69	88	88	94	94
	6	9	8	7	10	0
Heavy Vehicles, %	71	65	27		356	43
Mvmt Flow	7.1	00	21	452	330	43
Major/Minor	Minor2	N	Major1	N	Major2	
Conflicting Flow All	658	200	399	0	-	0
Stage 1	378	_	_	_	-	_
Stage 2	280	_	_	_	_	_
Critical Hdwy	6.92	7.08	4.26	_	_	_
Critical Hdwy Stg 1	5.92	-	-	_	_	_
Critical Hdwy Stg 2	5.92	_	_	_	_	_
Follow-up Hdwy	3.56	3.39	2.28	<u>-</u>	_	_
Pot Cap-1 Maneuver	388	786	1114		_	_
•	651	700	1114	_	_	_
Stage 1	731	_	_	_	-	_
Stage 2	131	-	-	-		
Platoon blocked, %	070	700	4444	-	-	-
Mov Cap-1 Maneuver	379	786	1114	-	-	-
Mov Cap-2 Maneuver	379	-	-	-	-	-
Stage 1	635	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	13.5		0.5		0	
HCM LOS	13.3 B		0.5		U	
HCW LOS	D					
Minor Lane/Major Mvm	nt	NBL	NBT I	EBLn1 E	EBLn2	SBT
Capacity (veh/h)		1114	-	379	786	-
HCM Lane V/C Ratio		0.024	_	0.187		_
HCM Control Delay (s)		8.3	_	16.7	10	_
HCM Lane LOS		A	_	С	В	_
HCM 95th %tile Q(veh	\	0.1	_	0.7	0.3	_
		J. 1		3.1	3.0	

Intersection							
Int Delay, s/veh	3.8						
	EDI	EDD	NDI	NDT	CDT	CDD	J
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	<u>ነ</u>	7	<u>ነ</u>	↑	↑	7	
Traffic Vol, veh/h	44	126	112	300	244	31	
Future Vol, veh/h	44	126	112	300	244	31	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	Yield	-	None	-	Yield	
Storage Length	0	50	240	-	-	80	
Veh in Median Storage		-		0	0	-	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	92	92	76	76	90	90	
				10	10	13	
Heavy Vehicles, %	5	33	17				
Mvmt Flow	48	137	147	395	271	34	
Major/Minor	Minor2		Major1	ı	Major2		
	960	271	271			0	
Conflicting Flow All				0	-		
Stage 1	271	-	-	-	-	-	
Stage 2	689	-	-	-	-	-	
Critical Hdwy	6.45	6.53	4.27	-	-	-	
Critical Hdwy Stg 1	5.45	-	-	-	-	-	
Critical Hdwy Stg 2	5.45	-	-	-	-	-	
Follow-up Hdwy	3.545	3.597	2.353	-	-	-	
Pot Cap-1 Maneuver	281	699	1211	-	-	-	
Stage 1	768	-	_	-	-	-	
Stage 2	493	_	_	_	_	_	
Platoon blocked, %	-100			_	<u>-</u>	_	
	047	600	1011				
Mov Cap-1 Maneuver	247	699	1211	-	-	-	
Mov Cap-2 Maneuver	247	-	-	-	-	-	
Stage 1	675	-	-	-	-	-	
Stage 2	493	-	-	-	-	-	
Annroach	ED		ND		CD		
Approach	EB		NB		SB		
HCM Control Delay, s	14.4		2.3		0		
HCM LOS	В						
Minor Long/Major My	nt .	NIDI	NDT	EBLn1 I	EDLag	CDT	
Minor Lane/Major Mvn	π	NBL				SBT	
Capacity (veh/h)		1211	-	247	699	-	
HCM Lane V/C Ratio		0.122	-	0.194		-	
HCM Control Delay (s)		8.4	-	23	11.4	-	
HCM Lane LOS		Α	-	С	В	-	
HCM 95th %tile Q(veh)	0.4	-	0.7	0.7	-	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			- ↔		7	₽		7	₽	
Traffic Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
Future Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
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	1000	No	4000	1001	No	1001	4000	No	4700	4450	No	1000
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	88	11	34	12	15	9	13	403	10	4	435	49
Peak Hour Factor	0.74	0.74	0.74	0.67	0.67	0.67	0.93	0.93	0.93	0.91	0.91	0.91
Percent Heavy Veh, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	277	15	45	167	89	43	550	944	23	450	843	95
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.56	0.56	0.56	0.56	0.56	0.56
Sat Flow, veh/h	1029	129	397	339	790	377	926	1673	42	603	1494	168
Grp Volume(v), veh/h	133	0	0	36	0	0	13	0	413	4	0	484
Grp Sat Flow(s),veh/h/ln	1555	0	0	1506	0	0	926	0	1715	603	0	1662
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.3	0.0	5.1	0.1	0.0	6.7
Cycle Q Clear(g_c), s	3.0	0.0	0.0	0.8	0.0	0.0	7.0	0.0	5.1	5.3	0.0	6.7
Prop In Lane	0.66	0	0.26	0.33	0	0.25	1.00	0	0.02	1.00	0	0.10
Lane Grp Cap(c), veh/h	337	0	0	299	0	0	550	0	968	450	0	938
V/C Ratio(X)	0.40	0.00	0.00	0.12	0.00	0.00	0.02	0.00	0.43	0.01	0.00	0.52
Avail Cap(c_a), veh/h	448	0	1.00	402	0	0	550	0	968	450	1.00	938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00 0.00	1.00 1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00 15.9	0.00	0.00	15.0	0.00	0.00	7.1	0.00	4.7	1.00 6.2	0.00	1.00 5.0
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	0.8	0.0	0.0	0.2	0.0	0.0	0.1	0.0	1.4	0.2	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	0.0	1.8
Unsig. Movement Delay, s/veh	1.0	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.4	0.0	0.0	1.0
LnGrp Delay(d),s/veh	16.7	0.0	0.0	15.2	0.0	0.0	7.2	0.0	6.0	6.2	0.0	7.0
LnGrp LOS	В	Α	Α	13.2 B	Α	Α	Α.Σ	Α	Α	Α	Α	Α.
Approach Vol, veh/h		133			36			426			488	
Approach Delay, s/veh		16.7			15.2			6.1			7.0	
Approach LOS		В			13.2 B			Α.			Α	
1.1					D			А			А	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		27.0		10.2		27.0		10.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		21.0		7.0		21.0		7.0				
Max Q Clear Time (g_c+I1), s		0.0		5.0		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			8.1									
HCM 6th LOS			Α									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		ሻ	↑	7	ሻ	↑	7	ሻ	₽	
Traffic Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
Future Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
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	
	1796	1796	1796	1841	1841	1707	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	36	100	108	153	81	75	66	347	91	49	322	66
Peak Hour Factor	0.91	0.91	0.91	0.85	0.85	0.85	0.90	0.90	0.90	0.96	0.96	0.96
Percent Heavy Veh, %	7	7	7	4	4	13	3	11	2	23	14	14
Cap, veh/h	152	154	147	488	383	301	475	764	698	449	600	123
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	146	742	705	1155	1841	1447	988	1737	1585	793	1363	279
Grp Volume(v), veh/h	244	0	0	153	81	75	66	347	91	49	0	388
Grp Sat Flow(s),veh/h/ln	1594	0	0	1155	1841	1447	988	1737	1585	793	0	1642
Q Serve(g_s), s	2.2	0.0	0.0	0.0	1.2	1.5	1.8	4.8	1.2	1.6	0.0	5.9
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.3	1.2	1.5	7.7	4.8	1.2	6.3	0.0	5.9
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.17
Lane Grp Cap(c), veh/h	452	0	0	488	383	301	475	764	698	449	0	723
V/C Ratio(X)	0.54	0.00	0.00	0.31	0.21	0.25	0.14	0.45	0.13	0.11	0.00	0.54
Avail Cap(c_a), veh/h	631	0	0	620	594	467	533	866	791	496	0	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.6	0.0	0.0	12.0	11.2	11.3	9.8	6.7	5.7	8.9	0.0	7.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.4	0.3	0.4	0.2	0.6	0.1	0.2	0.0	0.9
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	1.4	0.0	0.0	0.8	0.4	0.4	0.3	1.3	0.3	0.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	13.6	0.0	0.0	12.4	11.5	11.7	10.0	7.3	5.8	9.0	0.0	7.9
LnGrp LOS	В	Α	Α	В	В	В	В	Α	Α	Α	Α	A
Approach Vol, veh/h		244			309			504			437	
Approach Delay, s/veh		13.6			12.0			7.4			8.0	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		13.1		21.0		13.1				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		17.0		11.0		17.0		11.0				
Max Q Clear Time (g_c+I1), s		9.7		6.8		8.3		5.3				
Green Ext Time (p_c), s		2.6		0.3		2.8		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			9.5									
HCM 6th LOS			A									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			स	7	ሻ	∱ ∱		*	ħβ	
Traffic Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9
Future Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9
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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	6	19	91	4	41	6	457	47	31	520	10
Peak Hour Factor	0.53	0.53	0.53	0.85	0.85	0.85	0.98	0.98	0.98	0.90	0.90	0.90
Percent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	9	28	139	6	115	12	1491	153	418	1082	21
Arrive On Green	0.03	0.03	0.03	0.08	0.08	0.08	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	645	258	817	1737	76	1434	1810	3125	320	810	3340	64
Grp Volume(v), veh/h	40	0	0	95	0	41	6	249	255	31	259	271
Grp Sat Flow(s), veh/h/lr		0	0	1813	0	1434	1810	1706	1739	810	1664	1740
Q Serve(g_s), s	1.1	0.0	0.0	2.4	0.0	1.3	0.2	4.1	4.2	1.2	5.8	5.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.4	0.0	1.3	0.2	4.1	4.2	1.2	5.8	5.8
Prop In Lane	0.37	0.0	0.47	0.96	0.0	1.00	1.00		0.18	1.00	0.0	0.04
Lane Grp Cap(c), veh/h		0	0	145	0	115	12	814	830	418	539	564
V/C Ratio(X)	0.67	0.00	0.00	0.65	0.00	0.36	0.52	0.31	0.31	0.07	0.48	0.48
Avail Cap(c_a), veh/h	149	0	0	352	0	279	156	1035	1055	458	622	650
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	20.7	0.0	20.2	22.9	7.4	7.4	11.0	12.5	12.5
Incr Delay (d2), s/veh	12.2	0.0	0.0	4.9	0.0	1.9	31.3	0.3	0.3	0.1	0.9	0.9
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
%ile BackOfQ(50%),veh		0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.1	0.2	1.8	1.9
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	25.6	0.0	22.0	54.3	7.7	7.7	11.1	13.5	13.4
LnGrp LOS	С	Α	Α	С	Α	С	D	Α	Α	В	В	В
Approach Vol, veh/h		40			136			510			561	
Approach Delay, s/veh		34.3			24.5			8.3			13.3	
Approach LOS		С			С			Α			В	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)	S	28.9		7.6	7.1	21.8		9.8				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 28		4.0	* 4	* 17		9.0				
Max Q Clear Time (g_c-		6.2		3.1	2.2	7.8		4.4				
Green Ext Time (p_c), s		6.5		0.0	0.0	3.2		0.1				
Intersection Summary		3.0		3.0	3.0	J.2		J. 1				
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			13.2 B									
			D									
Notes												

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

Page 5 **CDM Smith**

Care Configurations Care	۶	→	•	•	←	•	•	†	<i>></i>	>	ţ	✓		
Traffic Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 9 188 10 3 201 12 14 8 9 14 18 20 Truture Volume (veh/h) 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations		4			4			4			4		
nitial Q (Qb), veh	Traffic Volume (veh/h)	9		10	3		12	14		9	14		20	
Ped-Bike Adj(A_pbT) 1.00	Future Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	20	
Parking Bus, Adj	Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Nork Zone On Ápproach	Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Sat Flow, veh/hl/n 1737 1737 1737 1736 1796 1796 1796 1337 1337 1337 1811 1811 1811 4dj Flow Rate, veh/h 10 219 12 3 226 13 16 9 10 18 24 26 eleak Hour Factor 0.86 0.86 0.86 0.86 0.89 0.89 0.89 0.89 0.86 0.86 0.86 0.86 0.86 0.86 0.86 0.86	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	
Nation N	Work Zone On Approac	h	No			No			No			No		
Peak Hour Factor 0.86 0.86 0.86 0.89 0.89 0.89 0.89 0.86 0.86 0.86 0.76 0.76 0.76 0.76 0.76 0.76 0.76 0.7	Adj Sat Flow, veh/h/ln	1737	1737		1796	1796	1796	1337	1337	1337				
Percent Heavy Veh, % 11 11 11 7 7 7 7 7 38 38 38 38 6 6 6 6 6 2ap, veh/h 139 821 44 127 859 49 222 24 27 189 45 48 Aravive On Green 0.51 0.51 0.51 0.51 0.51 0.50 0.08 0.08 0.08 0.08 0.08 0.08 0.08	Adj Flow Rate, veh/h													
Cap, veh/h 139 821 44 127 859 49 222 24 27 189 45 48 Arrive On Green 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51	Peak Hour Factor	0.86	0.86	0.86	0.89	0.89	0.89	0.86	0.86	0.86	0.76	0.76	0.76	
Arrive On Green 0.51 0.51 0.51 0.51 0.51 0.51 0.51 0.51	Percent Heavy Veh, %	11					7				6			
Sat Flow, veh/h	Cap, veh/h													
Carp Volume(v), veh/h	Arrive On Green													
Sarp Sat Flow(s),veh/h/ln1709	Sat Flow, veh/h	21	1603	85		1676	95	547	308	342	433	577	625	
2 Serve(g_s), s	Grp Volume(v), veh/h	241	0	0	242	0	0	35	0	0	68	0	0	
Cycle Q Clear(g_c), s 2.3 0.0 0.0 2.2 0.0 0.0 0.7 0.0 0.0 1.1 0.0 0.0 Prop In Lane 0.04 0.05 0.01 0.05 0.46 0.29 0.26 0.38 Lane Grp Cap(c), veh/h 1004 0 0 1035 0 0 272 0 0 282 0 0 Avail Cap(c_a), veh/h 1348 0 0 1397 0 0 448 0 0.35 0 0 0 Avail Cap(c_a), veh/h 1348 0 0 1397 0 0 448 0 0.35 0 0 0 Avail Cap(c_a), veh/h 1000 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Grp Sat Flow(s),veh/h/lr	1709	0	0	1776	0	0	1197	0	0	1636	0		
Prop In Lane	Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Lane Grp Cap(c), veh/h 1004	Cycle Q Clear(g_c), s	2.3	0.0	0.0	2.2	0.0	0.0	0.7	0.0	0.0	1.1	0.0	0.0	
//C Ratio(X)	Prop In Lane	0.04		0.05	0.01		0.05	0.46		0.29	0.26		0.38	
Avail Cap(c_a), veh/h 1348 0 0 1397 0 0 448 0 0 535 0 0 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h	1004	0	0	1035	0	0	272	0	0	282	0	0	
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	V/C Ratio(X)	0.24	0.00	0.00	0.23	0.00	0.00	0.13	0.00	0.00	0.24	0.00	0.00	
Upstream Filter(I) 1.00 0.00 0.00 1.00 0.00 0.00 1.00 0.00	Avail Cap(c_a), veh/h	1348	0	0	1397	0	0	448	0	0	535	0	0	
Uniform Delay (d), s/veh 4.0 0.0 0.0 4.0 0.0 0.0 12.8 0.0 0.0 13.0 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	
ncr Delay (d2), s/veh	Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
nitial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Uniform Delay (d), s/veh	ո 4.0	0.0	0.0	4.0	0.0	0.0	12.8	0.0	0.0	13.0	0.0	0.0	
Wile BackOfQ(50%),veh/Ir0.3 0.0 0.0 0.3 0.0 0.0 0.2 0.0 0.0 0.4 0.0 0.0 Jnsig. Movement Delay, s/veh 20.0 0.0	Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay, s/veh UnGrp Delay(d),s/veh	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	
Approach Vol, veh/h 241 242 35 68 Approach Delay, s/veh 4.2 0.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+11), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	%ile BackOfQ(50%),veh	n/ln0.3	0.0	0.0	0.3	0.0	0.0	0.2	0.0	0.0	0.4	0.0	0.0	
A A A A A A B A A A B A A B A A B A A A B A A A B A A A B A A A B A A A A A B A A A B A A A A A A A A B A A A B A A A B A A A B A A A A A A A A B A A A B A A A A A B A A A A A A B A A A A A A A A A A B B A A A A A B B A A A A A B B A A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A A B B A A A B B A A A B B A A A B B A A A B B A A A A B B A A A	Unsig. Movement Delay													
Approach Vol, veh/h 241 242 35 68 Approach Delay, s/veh 4.2 4.2 13.0 13.4 Approach LOS A A B B B Fimer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+I1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	LnGrp Delay(d),s/veh	4.2			4.2			13.0	0.0		13.4			
Approach Delay, s/veh 4.2 4.2 13.0 13.4 Approach LOS A A B B B Fimer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+I1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	LnGrp LOS	Α		Α	Α	Α	Α	В		Α	В	Α	Α	
Approach LOS A A B B Fimer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+l1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	Approach Vol, veh/h											68		
Fimer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+l1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	Approach Delay, s/veh		4.2			4.2			13.0			13.4		
Phs Duration (G+Y+Rc), s 21.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+I1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	Approach LOS		Α			Α			В			В		
Phs Duration (G+Y+Rc), s 21.0 8.3 21.0 8.3 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+I1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8	Timer - Assigned Phs		2		4		6		8					
Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+l1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8		, S	21.0		8.3				8.3					
Max Green Setting (Gmax), s 21.0 7.0 21.0 7.0 Max Q Clear Time (g_c+I1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8														
Max Q Clear Time (g_c+I1), s 4.2 2.7 4.3 3.1 Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 Intersection Summary HCM 6th Ctrl Delay 5.8														
Green Ext Time (p_c), s 1.0 0.0 1.1 0.0 ntersection Summary HCM 6th Ctrl Delay 5.8														
ntersection Summary HCM 6th Ctrl Delay 5.8	Green Ext Time (p_c), s													
HCM 6th Ctrl Delay 5.8	, ,													
•	•			5.8										
	HCM 6th LOS			Α.										

Intersection							
Int Delay, s/veh	1.4						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	*	7	ሻ	^	↑ ↑		
Traffic Vol, veh/h	43	36	29	400	470	49	
Future Vol, veh/h	43	36	29	400	470	49	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	265	0	250	-	-	-	
Veh in Median Storage		-	-	0	0	-	
Grade, %	0	-	_	0	0	_	
Peak Hour Factor	90	90	95	95	95	95	
Heavy Vehicles, %	0	6	10	7	9	0	
Mymt Flow	48	40	31	421	495	52	
INTALLIC I IONA	70	70	JI	74 1	733	JZ	
Major/Minor I	Minor2	N	Major1	N	Major2		
Conflicting Flow All	794	274	547	0	-	0	
Stage 1	521	-	-	-	-	-	
Stage 2	273	-	-	-	-	-	
Critical Hdwy	6.8	7.02	4.3	-	-	-	
Critical Hdwy Stg 1	5.8	-	_	_	-	-	
Critical Hdwy Stg 2	5.8	-	-	-	-	-	
Follow-up Hdwy	3.5	3.36	2.3	_	-	_	
Pot Cap-1 Maneuver	329	712	965	-	-	-	
Stage 1	566	-	_	_	_	-	
Stage 2	754	-	-	_	_	-	
Platoon blocked, %	, 07			<u>-</u>	<u>-</u>	<u>-</u>	
Mov Cap-1 Maneuver	318	712	965	_	_	_	
Mov Cap-1 Maneuver	318	- 12	-	<u>-</u>	_	_	
Stage 1	548	_	_				
Stage 2	754	-		_	-	-	
Slayt 2	104	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	14.7		0.6		0		
HCM LOS	В						
NA: I /NA . ! NA		MDI	NDT	EDL 4	EDL C	007	
Minor Lane/Major Mvm	ıt	NBL		EBLn1 I		SBT	
Capacity (veh/h)		965	-	318	712	-	
HCM Lane V/C Ratio		0.032	-		0.056	-	
HCM Control Delay (s)		8.9	-	18.3	10.4	-	
HCM Lane LOS		Α	-	С	В	-	
HCM 95th %tile Q(veh)		0.1	-	0.5	0.2	-	

APPENDIX K

2045 No Build Synchro Reports

Intersection						
Int Delay, s/veh	17.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ሻ	†	†	7
Traffic Vol, veh/h	51	226	147	192	271	49
Future Vol, veh/h	51	226	147	192	271	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-		-	Yield
Storage Length	0	50	240	-	_	80
Veh in Median Storage		-		0	0	-
Grade, %	0	_	_	0	0	<u>-</u>
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	16	16	10	11	4
Mvmt Flow	97	430	280	365	515	93
IVIVIIIL FIOW	91	430	200	300	313	93
Major/Minor N	Minor2		Major1		Major2	
Conflicting Flow All	1440	515	515	0	-	0
Stage 1	515	-	-	-	-	-
Stage 2	925	-	-	-	-	-
Critical Hdwy	6.4	6.36	4.26	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	_	-	-
Follow-up Hdwy		3.444	2.344	_	_	-
Pot Cap-1 Maneuver	148	533	983	-	-	_
Stage 1	604	-	-	_	_	_
Stage 2	389	_	_	_	_	_
Platoon blocked, %	000			_	_	_
Mov Cap-1 Maneuver	106	533	983	_	_	_
Mov Cap-1 Maneuver	106	-	300	_	_	_
Stage 1	432	_				_
Stage 2	389	_	_	_	_	_
Staye 2	303	_	-	-		-
Approach	EB		NB		SB	
HCM Control Delay, s	53.6		4.4		0	
HCM LOS	F					
NATIONAL DESCRIPTION AND ADMINISTRA		NDI	NDT	EDL 4	EDL A	ODT
Minor Lane/Major Mvm	t	NBL		EBLn1		SBT
Capacity (veh/h)		983	-		533	-
HCM Lane V/C Ratio		0.284		0.915		-
HCM Control Delay (s)		10.1	-	139.7		-
HCM Lane LOS		В	-	F	D	-
HCM 95th %tile Q(veh)		1.2	-	5.5	7.8	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		7	₽		ሻ	₽	
Traffic Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Future Volume (veh/h)	61	16	11	4	8	5	21	344	2	2	388	48
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1010	No	1010	1000	No	1000	4000	No	4707	440	No	4000
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	654	4	4	738	91
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	233	44	25	109	157	83	309	1093	7	195	952	117
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	852	293	165	219	1034	545	646	1695	10	173	1478	182
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	658	4	0	829
Grp Sat Flow(s),veh/h/ln	1310	0	0	1798	0	0	646	0	1705	173	0	1660
Q Serve(g_s), s	6.3	0.0	0.0	0.0	0.0	0.0	2.8	0.0	13.2	0.8	0.0	20.9
Cycle Q Clear(g_c), s	7.3	0.0	0.0	0.9	0.0	0.0	23.7	0.0	13.2	14.0	0.0	20.9
Prop In Lane	0.69	0	0.13	0.24	0	0.30	1.00	0	0.01	1.00	^	0.11
Lane Grp Cap(c), veh/h	302	0	0	349	0	0	309	0	1099	195	0	1070
V/C Ratio(X)	0.55	0.00	0.00	0.09	0.00	0.00	0.13	0.00	0.60	0.02	0.00	0.77
Avail Cap(c_a), veh/h	325	0	0	378	0	0	309	0	1099	195	0	1070
HCM Platoon Ratio	1.00	1.00	1.00 0.00	1.00	1.00	1.00 0.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Upstream Filter(I)	1.00 24.2	0.00	0.00	21.6	0.00	0.00	15.8	0.00	1.00 6.1	10.1	0.00	1.00 7.4
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	1.7	0.0	0.0	0.1	0.0	0.0	0.9	0.0	2.4	0.2	0.0	5.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.9	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.0	0.0	0.0	0.5	0.0	4.1	0.0	0.0	6.9
Unsig. Movement Delay, s/veh		0.0	0.0	0.4	0.0	0.0	0.5	0.0	4.1	0.0	0.0	0.9
LnGrp Delay(d),s/veh	25.9	0.0	0.0	21.7	0.0	0.0	16.7	0.0	8.5	10.3	0.0	12.9
LnGrp LOS	23.3 C	Α	Α	C C	Α	Α	В	Α	0.5 A	10.3 B	Α	12.3 B
Approach Vol, veh/h		167			33			698			833	
Approach Delay, s/veh		25.9			21.7			8.9			12.9	
Approach LOS		25.9 C			C C			Α.			12.3 B	
					U			А			D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		44.0		14.9		44.0		14.9				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		38.0		10.0		38.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		9.3		0.0		2.9				
Green Ext Time (p_c), s		0.0		0.0		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.7									
HCM 6th LOS			В									

	۶	→	•	•	←	•	1	†	~	/	+	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	•	7	ሻ	•	7	ሻ	ĵ»	
Traffic Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	20
Future Volume (veh/h)	27	118	75	62	85	53	63	297	78	49	315	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	1011	No	1011	1000	No	4500	4704	No	1011	44==	No	4700
Adj Sat Flow, veh/h/ln	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722
Adj Flow Rate, veh/h	51	224	143	118	162	101	120	565	148	93	599	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, %	6	6	6	5	10	27	8	9	6	30	12	12
Cap, veh/h	105	274	162	301	509	370	281	896	778	279	812	52
Arrive On Green	0.29	0.29	0.29	0.29	0.29	0.29	0.51	0.51	0.51	0.51	0.51	0.51
Sat Flow, veh/h	126	943	556	991	1752	1271	754	1767	1535	574	1602	102
Grp Volume(v), veh/h	418	0	0	118	162	101	120	565	148	93	0	637
Grp Sat Flow(s),veh/h/ln	1626	0	0	991	1752	1271	754	1767	1535	574	0	1704
Q Serve(g_s), s	8.5	0.0	0.0	0.0	4.3	3.6	8.9	13.8	3.1	8.3	0.0	17.5
Cycle Q Clear(g_c), s	14.5	0.0	0.0	11.6	4.3	3.6	26.3	13.8	3.1	22.1	0.0	17.5
Prop In Lane	0.12	0	0.34	1.00	500	1.00	1.00	000	1.00	1.00	^	0.06
Lane Grp Cap(c), veh/h	541	0	0	301	509	370	281	896	778	279	0	864
V/C Ratio(X)	0.77	0.00	0.00	0.39	0.32	0.27	0.43	0.63	0.19	0.33	0.00	0.74
Avail Cap(c_a), veh/h	667	0	1.00	381	650	471	293	923	802	288	0	890
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	1.00
Upstream Filter(I)	1.00 19.9	0.00	0.00	19.0	16.4	16.2	1.00 21.9	10.6	8.0	18.6	0.00	1.00 11.5
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	4.5	0.0	0.0	0.8	0.4	0.4	1.5	1.6	0.2	1.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	0.0	0.0	1.4	1.6	1.0	1.6	4.9	0.0	1.1	0.0	6.4
Unsig. Movement Delay, s/veh		0.0	0.0	1.4	1.0	1.0	1.0	4.3	0.9	1.1	0.0	0.4
LnGrp Delay(d),s/veh	24.4	0.0	0.0	19.9	16.8	16.6	23.3	12.2	8.1	19.6	0.0	15.0
LnGrp LOS	C C	Α	Α	13.3 B	В	В	23.3 C	12.2 B	Α	13.0 B	Α	13.0 B
Approach Vol, veh/h		418			381			833			730	
Approach Delay, s/veh		24.4			17.7			13.1			15.6	
Approach LOS		C C			В			В			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		36.1		23.3		36.1		23.3				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		31.0		22.0		31.0		22.0				
Max Q Clear Time (g_c+I1), s		28.3		16.5		24.1		13.6				
Green Ext Time (p_c), s		1.8		0.8		4.0		1.0				
Intersection Summary												
HCM 6th Ctrl Delay			16.6									
HCM 6th LOS			В									

و	٠	→	•	•	•	•	•	†	/	>	ļ	1
Movement El	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ች	ħβ		ች	† }	
Traffic Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3
Future Volume (veh/h)	5	3	11	39	2	35	1	408	20	17	349	3
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
	.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
, , , , , , , , , , , , , , , , , , ,	.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 19	00	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
	10	6	21	74	4	67	2	776	38	32	664	6
	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, %	0	0.02	0.02	0.02	0.02	7	0.02	7	7	13	11	11
	15	9	32	127	7	113	4	1588	78	354	1101	10
1 /	.03	0.03	0.03	0.07	0.07	0.07	0.00	0.48	0.48	0.33	0.33	0.33
	60	276	967	1721	93	1522	1810	3311	162	612	3351	30
	37	0	0	78	0	67	2	400	414	32	327	343
Grp Sat Flow(s), veh/h/ln17		0	0	1814	0	1522	1810	1706	1767	612	1650	1732
	1.0	0.0	0.0	1.9	0.0	1.9	0.1	7.3	7.3	1.7	7.6	7.6
	1.0	0.0	0.0	1.9	0.0	1.9	0.1	7.3	7.3	2.1	7.6	7.6
	27	0.0	0.0	0.95	0.0	1.00	1.00	1.3	0.09	1.00	1.0	0.02
	56	0	0.57	134	0	113	4	818	847	354	542	569
1 1 7	66	0.00	0.00	0.58	0.00	0.59	0.50	0.49	0.49	0.09	0.60	0.60
· /				234				1166	1207	426		
1 \ - /-	49	0	0		1.00	197	158				737	773
	00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
1 (/	.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh 21		0.0	0.0	20.5	0.0	20.5	22.8	8.1	8.1	11.1	12.8	12.8
3 (),	2.6	0.0	0.0	3.9	0.0	4.9	74.5	0.6	0.6	0.2	1.5	1.5
, , , , , , , , , , , , , , , , , , ,	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/lr0		0.0	0.0	0.8	0.0	0.7	0.1	1.9	1.9	0.2	2.3	2.5
Unsig. Movement Delay, s/				04.4		05.4	0= 0	٥-	۰-	440	444	440
J \ /'	4.4	0.0	0.0	24.4	0.0	25.4	97.3	8.7	8.7	11.3	14.4	14.3
LnGrp LOS	С	A	Α	С	A	С	F	Α	Α	В	В	В
Approach Vol, veh/h		37			145			816			702	
Approach Delay, s/veh		34.4			24.9			8.9			14.2	
Approach LOS		С			С			Α			В	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		28.7		7.5	6.9	21.8		9.5				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax)). S	* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c+l1)		9.3		3.0	2.1	9.6		3.9				
Green Ext Time (p_c), s	,, 5	10.9		0.0	0.0	4.5		0.1				
V = 7:		. 5.0		3.0	3.0	1.0		J. 1				
Intersection Summary			12.0									
HCM 6th Ctrl Delay			13.0									
HCM 6th LOS			В									
Notes												

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

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			4			4			4		
Traffic Volume (veh/h) 7	230	4	3	187	13	1	1	1	21	3	11	
Future Volume (veh/h) 7	230	4	3	187	13	1	1	1	21	3	11	
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 1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h 13	438	8	6	356	25	2	2	2	40	6	21	
Peak Hour Factor 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, % 13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h 137	857	15	130	817	57	175	8	8	258	9	31	
Arrive On Green 0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h 15	1644	29	7	1566	109	131	131	131	951	143	499	
Grp Volume(v), veh/h 459	0	0	387	0	0	6	0	0	67	0	0	
Grp Sat Flow(s),veh/h/ln1689	0	0	1681	0	0	392	0	0	1594	0	0	
Q Serve(g_s), s 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0	
Cycle Q Clear(g_c), s 5.1	0.0	0.0	4.1	0.0	0.0	0.4	0.0	0.0	1.2	0.0	0.0	
Prop In Lane 0.03		0.02	0.02		0.06	0.33		0.33	0.60		0.31	
Lane Grp Cap(c), veh/h 1009	0	0	1004	0	0	191	0	0	298	0	0	
V/C Ratio(X) 0.45	0.00	0.00	0.39	0.00	0.00	0.03	0.00	0.00	0.23	0.00	0.00	
Avail Cap(c_a), veh/h 1471	0	0	1466	0	0	231	0	0	469	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh 4.5	0.0	0.0	4.3	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh 0.5	0.0	0.0	0.3	0.0	0.0	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.7	0.0	0.0	0.6	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay, s/veh		0.0	16	0.0	0.0	12.9	0.0	0.0	13.6	0.0	0.0	
LnGrp Delay(d),s/veh 5.0 LnGrp LOS A	0.0	0.0	4.6	0.0			0.0			0.0		
	A 450	A	A	A	A	В	<u>A</u>	A	В	A C7	A	
Approach Vol, veh/h	459			387			6			67		
Approach LOS	5.0			4.6			12.9			13.6 B		
Approach LOS	Α			Α			В			В		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	23.0		5.0		23.0		5.0					
Max Q Clear Time (g_c+I1), s	6.1		2.4		7.1		3.2					
Green Ext Time (p_c), s	1.9		0.0		2.3		0.0					
Intersection Summary												
HCM 6th Ctrl Delay		5.5										
HCM 6th LOS		Α										

Synchro 10 Report Page 6 CDM Smith

Movement
Lane Configurations
Traffic Vol, veh/h
Traffic Vol, veh/h 49 45 24 398 335 40 Future Vol, veh/h 49 45 24 398 335 40 Conflicting Peds, #/hr 0 0 0 0 0 0 0 Sign Control Stop Stop Free
Future Vol, veh/h
Conflicting Peds, #/hr 0
Sign Control Stop RT Channelized Stop RT Channelized Stop Storage Length Free RT Channelized None <
RT Channelized - None - None None None Storage Length 265 0 250 - Veh in Median Storage, # 0 0 0 0 - - Grade, % 0 0 0 0 - - Peak Hour Factor 92 92 92 92 92 Heavy Vehicles, % 6 9 8 7 10 0 Mymt Flow 93 86 46 757 637 76 Major/Minor Minor2 Major1 Major2 Conflicting Flow All 1146 357 713 0 - 0 Stage 1 675 - - Stage 2 471 - - Critical Hdwy 6.92 7.08 4.26 - - Critical Hdwy Stg 1 5.92 - - - - Critical Hdwy Stg 2 5.92 -<
Storage Length 265 0 250 - - - - - - - - - - - - - - - - - - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 - - - 0 0 - - - - 0 - - - - - 0 M Wmr -
Veh in Median Storage, # 0 - - 0 0 - Grade, % 0 - - 0 0 - Peak Hour Factor 92 92 92 92 92 92 Heavy Vehicles, % 6 9 8 7 10 0 Mwmt Flow 93 86 46 757 637 76 Major/Minor Minor Major1 Major2 Major2 Major3 Major4 Major2 Major4 Major2 Major4 A 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 - 0 - - 0 - - - -
Grade, % 0 - - 0 0 - Peak Hour Factor 92 76 637 76 78 74 72 72 72 72 72 72 72 72 72 72
Peak Hour Factor 92 93 86 46 757 637 76 Major/Minor Major Major Major 0
Heavy Vehicles, % 6 9 8 7 10 0 Mvmt Flow 93 86 46 757 637 76 Major/Minor Minor2 Major1 Major2 Conflicting Flow All 1146 357 713 0 - 0 Stage 1 675 -
Momental Momental Major/Minor Minor2 Major1 Major2 Conflicting Flow All 1146 357 713 0 - 0 Stage 1 675 -
Major/Minor Minor2 Major1 Major2 Conflicting Flow All 1146 357 713 0 0 Stage 1 675 - - - - Stage 2 471 - - - - Critical Hdwy 6.92 7.08 4.26 - - Critical Hdwy Stg 1 5.92 - - - - Critical Hdwy Stg 2 5.92 - - - - Follow-up Hdwy 3.56 3.39 2.28 - - - Follow-up Hdwy 3.56 3.39 2.28 - - - Pot Cap-1 Maneuver 187 620 844 - - - Stage 2 583 - - - - - Mov Cap-1 Maneuver 177 620 844 - - - Stage 1 432 - - - - -
Conflicting Flow All 1146 357 713 0 - 0 Stage 1 675 -
Conflicting Flow All 1146 357 713 0 - 0 Stage 1 675 -
Stage 1 675 -
Stage 2 471 - - - - Critical Hdwy 6.92 7.08 4.26 - - Critical Hdwy Stg 1 5.92 - - - - Critical Hdwy Stg 2 5.92 - - - - Follow-up Hdwy 3.56 3.39 2.28 - - - Pot Cap-1 Maneuver 187 620 844 - - - Stage 1 457 - - - - - Stage 2 583 - - - - - Mov Cap-1 Maneuver 177 620 844 - - - Mov Cap-2 Maneuver 177 - - - - - Stage 1 432 - - - - - Stage 2 583 - - - - - Stage 2 583 - - - - - Approach EB NB SB
Critical Hdwy 6.92 7.08 4.26 - - Critical Hdwy Stg 1 5.92 - - - - Critical Hdwy Stg 2 5.92 - - - - Follow-up Hdwy 3.56 3.39 2.28 - - Pot Cap-1 Maneuver 187 620 844 - - Stage 1 457 - - - - Stage 2 583 - - - - Mov Cap-1 Maneuver 177 620 844 - - Mov Cap-2 Maneuver 177 - - - - Stage 1 432 - - - - Stage 2 583 - - - - Approach EB NB SB HCM Control Delay, s 29.6 0.5 0 HCM LOS D - - - -
Critical Hdwy Stg 1 5.92 -
Critical Hdwy Stg 1 5.92 -
Critical Hdwy Stg 2 5.92 -
Follow-up Hdwy 3.56 3.39 2.28 -
Pot Cap-1 Maneuver 187 620 844 -
Stage 1 457 - - - - Stage 2 583 - - - - Platoon blocked, % - - - - - Mov Cap-1 Maneuver 177 620 844 - - Mov Cap-2 Maneuver 177 - - - - Stage 1 432 - - - - Stage 2 583 - - - - Approach EB NB SB HCM Control Delay, s 29.6 0.5 0 HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
Stage 2 583 -
Platoon blocked, %
Mov Cap-1 Maneuver 177 620 844 - - Mov Cap-2 Maneuver 177 - - - - Stage 1 432 - - - - - Stage 2 583 - - - - - Approach EB NB SB HCM Control Delay, s 29.6 0.5 0 HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
Mov Cap-2 Maneuver 177 -
Stage 1 432 -
Stage 2 583 - - - - - Approach EB NB SB HCM Control Delay, s 29.6 0.5 0 HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
Approach EB NB SB HCM Control Delay, s 29.6 0.5 0 HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
HCM Control Delay, s 29.6 0.5 0 HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
HCM Control Delay, s 29.6 0.5 0 HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
HCM LOS D Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
Minor Lane/Major Mvmt NBL NBT EBLn1 EBLn2 SBT
Capacity (ven/n) 844 - 1/7 620 -
HCM Lane V/C Ratio 0.054 - 0.527 0.138 -
HCM Control Delay (s) 9.5 - 46 11.7 -
HCM Lane LOS A - E B -
HCM 95th %tile Q(veh) 0.2 - 2.7 0.5 -

Intersection							
Int Delay, s/veh	8.9						۰
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	<u> </u>	7	ሻ	<u>↑</u>	<u> </u>	7	
Traffic Vol, veh/h	44	126	112	300	244	31	
Future Vol, veh/h	44	126	112	300	244	31	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	Stop -	Yield	-	None	-	Yield	
Storage Length	0	50	240	-	<u>-</u>	80	
Veh in Median Storage		-	240	0	0	-	
Grade, %	9, # 0	_	_	0	0	_	
Peak Hour Factor	92	92	92	92	92	92	
	5	33	17	10	10	13	
Heavy Vehicles, %	84	240	213	571	464	59	
Mvmt Flow	84	240	213	5/1	404	59	
Major/Minor	Minor2	1	Major1	ı	Major2		
Conflicting Flow All	1461	464	464	0	_	0	
Stage 1	464	-	-	-	-	_	
Stage 2	997	-	-	-	-	-	
Critical Hdwy	6.45	6.53	4.27	-	-	_	
Critical Hdwy Stg 1	5.45	_	_	_	-	_	
Critical Hdwy Stg 2	5.45	_	_	_	_	_	
Follow-up Hdwy		3.597	2.353	-	_	-	
Pot Cap-1 Maneuver	140	539	1023	_	_	_	
Stage 1	627	-	-	_	_	_	
Stage 2	352	_	_	_	_	_	
Platoon blocked, %	002			_	_	_	
Mov Cap-1 Maneuver	111	539	1023	_	_	_	
Mov Cap 1 Maneuver	111	-	1020	_	_	_	
Stage 1	497	_		_	_	_	
Stage 2	352	_	_	_	_	_	
Stage 2	332	_	_	_	_	_	
Approach	EB		NB		SB		
HCM Control Delay, s	38.6		2.6		0		
HCM LOS	Е						
Minor Long/Major Myr	- 4	NBL	NDT	EDI n1 i	EDI 52	SBT	
Minor Lane/Major Mvm	IL			EBLn1 I		SDI	
Capacity (veh/h)		1023	-		539	-	
HCM Lane V/C Ratio		0.208		0.754		-	
HCM Control Delay (s) HCM Lane LOS		9.4	-	100.7	16.9	-	
HI : 1/1 200 1 () C		Λ		F	С	-	
HCM 95th %tile Q(veh)		A 0.8	_		2.3	_	

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
Future Volume (veh/h)	65	8	25	8	10	6	12	375	9	4	396	45
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	1000	No	1000	1001	No	1001	4000	No	4700	4450	No	4000
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	19	11	23	713	17	8	753	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, %	0	0	0	20	20	20	0	12	12	50	14	14
Cap, veh/h	250	24	59	129	125	55	310	1076	26	295	958	109
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.64	0.64	0.64	0.64	0.64	0.64
Sat Flow, veh/h	983	164	396	308	836	370	666	1675	40	450	1492	170
Grp Volume(v), veh/h	187	0	0	45	0	0	23	0	730	8	0	839
Grp Sat Flow(s),veh/h/ln	1543	0	0	1514	0	0	666	0	1715	450	0	1662
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	1.5	0.0	15.3	0.6	0.0	21.0
Cycle Q Clear(g_c), s	6.7	0.0	0.0	1.5	0.0	0.0	22.5	0.0	15.3	15.9	0.0	21.0
Prop In Lane	0.66	0	0.26	0.33	0	0.24	1.00	0	0.02	1.00	^	0.10
Lane Grp Cap(c), veh/h	334	0	0	309	0	0	310	0	1102	295	0	1068
V/C Ratio(X)	0.56	0.00	0.00	0.15	0.00	0.00	0.07	0.00	0.66	0.03	0.00	0.79
Avail Cap(c_a), veh/h	396	0	0	366	0	0	310	0	1102	295	0	1068
HCM Platoon Ratio	1.00	1.00	1.00 0.00	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 23.6	0.00	0.00	21.5	0.00	0.00	15.5	0.00	6.4	11.4	0.00	1.00 7.4
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	1.5	0.0	0.0	0.2	0.0	0.0	0.5	0.0	3.1	0.2	0.0	5.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.2	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.5	0.0	0.0	0.0	0.0	4.8	0.0	0.0	6.9
Unsig. Movement Delay, s/veh		0.0	0.0	0.5	0.0	0.0	0.5	0.0	4.0	0.1	0.0	0.9
LnGrp Delay(d),s/veh	25.0	0.0	0.0	21.7	0.0	0.0	16.0	0.0	9.5	11.5	0.0	13.3
LnGrp LOS	23.0 C	Α	Α	C C	Α	Α	В	Α	9.5 A	11.3 B	Α	В
Approach Vol, veh/h		187			45		<u> </u>	753			847	
Approach Delay, s/veh		25.0			21.7			9.7			13.2	
Approach LOS		23.0 C			C C			9.1 A			13.2 B	
1.1					U						D	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		43.0		14.6		43.0		14.6				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		37.0		11.0		37.0		11.0				
Max Q Clear Time (g_c+I1), s		0.0		8.7		0.0		3.5				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.2									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		7	•	7	ሻ	•	7	ሻ	₽	
Traffic Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
Future Volume (veh/h)	33	91	98	130	69	64	59	312	82	47	309	63
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	4700	No	4700	1011	No	4707	4050	No	4070	4550	No	4000
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1707	1856	1737	1870	1559	1693	1693
Adj Flow Rate, veh/h	63	173	186	247	131	122	112	593	156	89	588	120
Peak Hour Factor	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, %	7	7	7	4	4	13	3	11	2	23	14	14
Cap, veh/h	116	266	258	361	687	540	142	811	740	209	637	130
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.47	0.47	0.47	0.47	0.47	0.47
Sat Flow, veh/h	162	713	690	1006	1841	1447	735	1737	1585	594	1364	278
Grp Volume(v), veh/h	422	0	0	247	131	122	112	593	156	89	0	708
Grp Sat Flow(s),veh/h/ln	1565	0	0	1006	1841	1447	735	1737	1585	594	0	1642
Q Serve(g_s), s	8.9	0.0	0.0	9.3	3.6	4.3	4.7	20.7	4.4	10.7	0.0	30.3
Cycle Q Clear(g_c), s	17.0	0.0	0.0	26.3	3.6	4.3	35.0	20.7	4.4	31.4	0.0	30.3
Prop In Lane	0.15	0	0.44	1.00	C07	1.00	1.00	044	1.00	1.00	0	0.17
Lane Grp Cap(c), veh/h	640	0	0	361	687	540	142	811	740	209	0	766
V/C Ratio(X)	0.66	0.00	0.00	0.68	0.19	0.23	0.79	0.73	0.21	0.43	0.00	0.92
Avail Cap(c_a), veh/h	640	1.00	1.00	361	687 1.00	540	142	811	740 1.00	209 1.00	0 1.00	766 1.00
HCM Platoon Ratio	1.00 1.00	1.00	0.00	1.00	1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00	0.00	1.00
Upstream Filter(I) Uniform Delay (d), s/veh	19.9	0.00	0.00	25.0	15.9	16.1	36.5	16.2	11.8	28.9	0.00	18.7
Incr Delay (d2), s/veh	2.5	0.0	0.0	5.3	0.1	0.2	26.3	3.7	0.2	20.9	0.0	17.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.2	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	0.0	4.6	1.5	1.4	3.1	8.4	1.5	1.6	0.0	14.1
Unsig. Movement Delay, s/veh		0.0	0.0	4.0	1.0	1.7	J. I	0.4	1.0	1.0	0.0	17.1
LnGrp Delay(d),s/veh	22.4	0.0	0.0	30.3	16.0	16.3	62.8	19.9	12.0	30.9	0.0	35.8
LnGrp LOS	C	Α	Α	C	В	В	62.6 E	В	12.0 B	C	Α	D
Approach Vol, veh/h		422			500			861			797	
Approach Delay, s/veh		22.4			23.1			24.0			35.2	
Approach LOS		C			C C			C C			D	
1.1					<u> </u>							
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		41.0		34.0		41.0		34.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		35.0		28.0		35.0		28.0				
Max Q Clear Time (g_c+l1), s		37.0		19.0		33.4		28.3				
Green Ext Time (p_c), s		0.0		1.1		1.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			27.1									
HCM 6th LOS			С									

	۶	→	•	•	←	•	•	†	/	/	ļ	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			र्स	7	ሻ	ħβ			∱ 1>		
Traffic Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9	
uture Volume (veh/h)	8	3	10	77	3	35	6	448	46	28	468	9	
nitial 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	
Vork Zone On Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752	
dj Flow Rate, veh/h	15	6	19	146	6	67	11	852	88	53	890	17	
eak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
ercent Heavy Veh, %	0	0	0	0	0	14	0	7	7	14	10	10	
ap, veh/h	22	9	27	203	8	167	20	1552	160	301	1199	23	
rrive On Green	0.03	0.03	0.03	0.12	0.12	0.12	0.01	0.50	0.50	0.36	0.36	0.36	
Sat Flow, veh/h	645	258	817	1741	72	1434	1810	3122	322	539	3341	64	
Grp Volume(v), veh/h	40	0	0	152	0	67	11	466	474	53	443	464	
Grp Sat Flow(s),veh/h/lr		0	0	1813	0	1434	1810	1706	1738	539	1664	1740	
Q Serve(g_s), s	1.2	0.0	0.0	4.3	0.0	2.3	0.3	10.1	10.1	4.0	12.5	12.5	
Cycle Q Clear(g_c), s	1.2	0.0	0.0	4.3	0.0	2.3	0.3	10.1	10.1	6.7	12.5	12.5	
rop In Lane	0.37	0.0	0.47	0.96	0.0	1.00	1.00	10.1	0.19	1.00	12.0	0.04	
ane Grp Cap(c), veh/h		0	0.47	211	0	167	20	848	864	301	597	624	
//C Ratio(X)	0.69	0.00	0.00	0.72	0.00	0.40	0.54	0.55	0.55	0.18	0.74	0.74	
vail Cap(c_a), veh/h	129	0.00	0.00	301	0.00	238	135	1058	1078	333	696	728	
ICM 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	
lpstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Jniform Delay (d), s/veh		0.00	0.0	22.8	0.0	21.9	26.3	9.3	9.3	14.2	15.0	15.0	
ncr Delay (d2), s/veh	13.9	0.0	0.0	4.7	0.0	1.5	20.3	0.8	0.8	0.4	4.2	4.0	
nitial 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	
bile BackOfQ(50%),veh		0.0	0.0	1.9	0.0	0.8	0.0	2.8	2.9	0.4	4.4	4.6	
Insig. Movement Delay			0.0	1.3	0.0	0.0	0.2	2.0	2.3	0.4	7.7	7.0	
nGrp Delay(d),s/veh	39.5	0.0	0.0	27.5	0.0	23.5	46.7	10.1	10.1	14.6	19.2	19.0	
nGrp LOS	39.5 D	Α	Α	27.5 C	Α	23.5 C	40.7 D	В	В	14.0 B	19.2 B	19.0 B	
pproach Vol, veh/h	U	40		U	219	U	U	951	U	D	960	U	
		39.5			26.3			10.5			18.8		
pproach LOS													
Approach LOS		D			С			В			В		
imer - Assigned Phs		2		4	5	6		8					
Phs Duration (G+Y+Rc)	, S	33.4		7.8	7.4	26.0		12.3					
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1					
lax Green Setting (Gm		* 33		4.0	* 4	* 22		8.9					
lax Q Clear Time (g_c-		12.1		3.2	2.3	14.5		6.3					
reen Ext Time (p_c), s	, .	12.3		0.0	0.0	4.7		0.2					
ntersection Summary													
HCM 6th Ctrl Delay			16.3										
HCM 6th LOS			В										
lotes													

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	20	
Future Volume (veh/h)	9	188	10	3	201	12	14	8	9	14	18	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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	358	19	6	382	23	27	15	17	27	34	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, %	11	11	11	7	7	7	38	38	38	6	6	6	
Cap, veh/h	138	798	41	125	836	50	228	32	34	196	57	62	
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	25	1592	82	7	1667	99	534	324	347	436	582	634	
Grp Volume(v), veh/h	394	0	0	411	0	0	59	0	0	99	0	0	
Grp Sat Flow(s), veh/h/lr	1699	0	0	1773	0	0	1206	0	0	1652	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	4.4	0.0	0.0	4.5	0.0	0.0	1.3	0.0	0.0	1.6	0.0	0.0	
Prop In Lane	0.04		0.05	0.01		0.06	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	977	0	0	1011	0	0	293	0	0	315	0	0	
V/C Ratio(X)	0.40	0.00	0.00	0.41	0.00	0.00	0.20	0.00	0.00	0.31	0.00	0.00	
Avail Cap(c_a), veh/h	1365	0	0	1422	0	0	404	0	0	474	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	1 4.8	0.0	0.0	4.8	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.4	0.0	0.0	0.3	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	0.8	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	5.2	0.0	0.0	5.2	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		394			411			59			99		
Approach Delay, s/veh		5.2			5.2			13.1			13.5		
Approach LOS		A			A			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	s	21.0		8.9		21.0		8.9					
Change Period (Y+Rc),	-	6.0		6.0		6.0		6.0					
Max Green Setting (Gm		22.0		6.0		22.0		6.0					
Max Q Clear Time (g_c-	, ,	6.5		3.3		6.4		3.6					
Green Ext Time (p_c), s		2.0		0.0		1.9		0.0					
Intersection Summary		0		5.0		1.0		J.0					
			G E										
HCM 6th Ctrl Delay			6.5										
HCM 6th LOS			Α										

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Intersection							
Int Delay, s/veh	4.5						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	*	7	ሻ	^	↑ ⊅		
Traffic Vol, veh/h	43	36	29	400	470	49	
Future Vol, veh/h	43	36	29	400	470	49	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	_	None	_	None	_	None	
Storage Length	265	0	250	_	_	_	
Veh in Median Storage		_		0	0	_	
Grade, %	0	_	_	0	0	_	
Peak Hour Factor	92	92	92	92	92	92	
Heavy Vehicles, %	0	6	10	7	9	0	
Mymt Flow	82	68	55	761	894	93	
IVIVIIIL I IOVV	02	00	55	701	004	30	
Major/Minor	Minor2	<u> </u>	Major1	<u> </u>	Major2		
Conflicting Flow All	1432	494	987	0	-	0	
Stage 1	941	-	-	-	-	-	
Stage 2	491	-	-	-	-	-	
Critical Hdwy	6.8	7.02	4.3	-	_	-	
Critical Hdwy Stg 1	5.8	-	-	_	-	_	
Critical Hdwy Stg 2	5.8	_	-	-	-	-	
Follow-up Hdwy	3.5	3.36	2.3	_	_	-	
Pot Cap-1 Maneuver	127	510	649	_	_	_	
Stage 1	345			_	_	_	
Stage 2	586	_	_	_	_	_	
Platoon blocked, %	300			<u>-</u>	<u>-</u>	<u>-</u>	
Mov Cap-1 Maneuver	116	510	649	_	_	_	
Mov Cap-1 Maneuver	116	-	-	<u>-</u>	_	_	
Stage 1	316	_	_				
Stage 2	586	_	_	_		-	
Slaye 2	500	-	-	-	-	-	
Approach	EB		NB		SB		
HCM Control Delay, s	54.5		0.7		0		
HCM LOS	F						
		MDI	NDT	-DI (1	-DI C	0.0.7	
Minor Lane/Major Mvm	ıt	NBL		EBLn1 I		SBT	
Capacity (veh/h)		649	-	116	510	-	
HCM Lane V/C Ratio		0.085	-	0.705		-	
HCM Control Delay (s)		11.1	-	89.1	13.2	-	
HCM Lane LOS		В	-	F	В	-	
HCM 95th %tile Q(veh		0.3	-	3.8	0.5	-	

APPENDIX L

2045 Proposed Alternatives Synchro Reports

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	↑	7	ሻ	ĵ∍		7	î»		7	↑	7
Traffic Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Future Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
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	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1841
Adj Flow Rate, veh/h	97	126	0	37	78	214	201	205	42	90	425	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, %	0	16	16	2	7	7	16	10	10	11	11	4
Cap, veh/h	238	376		387	96	263	438	666	136	583	820	
Arrive On Green	0.23	0.23	0.00	0.23	0.23	0.23	0.47	0.47	0.47	0.47	0.47	0.00
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	856	1411	289	1052	1737	1560
Grp Volume(v), veh/h	97	126	0	37	0	292	201	0	247	90	425	0
Grp Sat Flow(s), veh/h/ln	1104	1663	1409	1265	0	1587	856	0	1700	1052	1737	1560
Q Serve(g_s), s	2.1	2.5	0.0	1.0	0.0	6.9	8.5	0.0	3.6	2.3	6.8	0.0
Cycle Q Clear(g_c), s	9.0	2.5	0.0	3.5	0.0	6.9	15.3	0.0	3.6	5.9	6.8	0.0
Prop In Lane	1.00	2.0	1.00	1.00	0.0	0.73	1.00	0.0	0.17	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	238	376	1.00	387	0	359	438	0	802	583	820	1.00
V/C Ratio(X)	0.41	0.33		0.10	0.00	0.81	0.46	0.00	0.31	0.15	0.52	
Avail Cap(c_a), veh/h	238	376		387	0.00	359	551	0.00	1026	722	1048	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	12.9	0.00	14.4	0.00	14.6	12.7	0.00	6.5	8.3	7.3	0.00
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.1	0.0	13.3	0.7	0.0	0.3	0.3	0.5	0.0
	0.0		0.0		0.0		0.7	0.0		0.1		0.0
Initial Q Delay(d3),s/veh		0.0		0.0		0.0	1.2		0.0		0.0	
%ile BackOfQ(50%),veh/ln	0.8	0.8	0.0	0.2	0.0	2.9	1.2	0.0	0.8	0.4	1.5	0.0
Unsig. Movement Delay, s/veh		40.4	0.0	44.5	0.0	07.0	40.5	0.0	C 7	0.4	7.0	0.0
LnGrp Delay(d),s/veh	20.4	13.4	0.0	14.5	0.0	27.9	13.5	0.0	6.7	8.4	7.9	0.0
LnGrp LOS	С	В		В	A	С	В	A	A	A	A	
Approach Vol, veh/h		223	Α		329			448			515	Α
Approach Delay, s/veh		16.4			26.4			9.7			8.0	
Approach LOS		В			С			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		15.0		24.8		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		9.0		24.0		9.0				
Max Q Clear Time (g_c+l1), s		17.3		11.0		8.8		8.9				
Green Ext Time (p_c), s		1.4		0.0		2.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		*	î,		ች	1		
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
	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 16	618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	49	151	9	
Peak Hour Factor 0	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, %	19	19	19	13	13	13	12	5	5	12	8	8	
Cap, veh/h	102	414	155	175	469	52	467	359	193	283	534	32	
Arrive On Green 0	0.38	0.38	0.38	0.38	0.38	0.38	0.32	0.32	0.32	0.32	0.32	0.32	
Sat Flow, veh/h	21	1097	412	179	1243	139	1129	1117	601	904	1664	99	
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	49	0	160	
Grp Sat Flow(s), veh/h/ln1	530	0	0	1561	0	0	1129	0	1718	904	0	1764	
. ,	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.0	0.0	2.7	
	5.9	0.0	0.0	6.3	0.0	0.0	3.4	0.0	8.3	10.3	0.0	2.7	
	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06	
	671	0	0	697	0	0	467	0	552	283	0	566	
	0.44	0.00	0.00	0.48	0.00	0.00	0.06	0.00	0.73	0.17	0.00	0.28	
Avail Cap(c_a), veh/h	822	0	0	846	0	0	644	0	821	425	0	843	
HCM Platoon Ratio 1	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	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
	9.6	0.0	0.0	9.6	0.0	0.0	11.4	0.0	12.0	16.5	0.0	10.1	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.9	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr	n1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.1	0.3	0.0	0.7	
Unsig. Movement Delay, s	s/veh												
LnGrp Delay(d),s/veh 1	10.0	0.0	0.0	10.2	0.0	0.0	11.4	0.0	13.9	16.8	0.0	10.4	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		297			337			431			209		
Approach Delay, s/veh		10.0			10.2			13.7			11.9		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s	3	18.8		21.0		18.8		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax	x) s	19.0		19.0		19.0		19.0					
Max Q Clear Time (g_c+l1		10.3		7.9		12.3		8.3					
Green Ext Time (p_c), s	. ,, 0	1.5		1.2		0.5		1.4					
Intersection Summary		0		1.2		J.0							
HCM 6th Ctrl Delay			11.6										
HCM 6th LOS			11.6 B										
I ICIVI OUI LUS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	ĥ		
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693	
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91	
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14	
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62	
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210	
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716	
Grp Sat Flow(s), veh/h/ln		0	0	1794	0	0	718	0	1698	222	0	1655	
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4	
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4	
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13	
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027	
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70	
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7	
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9	
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	
%ile BackOfQ(50%),veh		0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7	
LnGrp LOS	С	Α	Α	В	A	Α	В	Α	Α	Α	Α	В	
Approach Vol, veh/h		167			33			429			731		
Approach Delay, s/veh		23.1			19.5			6.6			10.6		
Approach LOS		С			В			Α			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	39.0		14.2		39.0		14.2					
Change Period (Y+Rc),	s	6.0		6.0		6.0		6.0					
Max Green Setting (Gma	ax), s	33.0		10.0		33.0		10.0					
Max Q Clear Time (g_c+	⊦l1), s	0.0		8.5		0.0		2.8					
Green Ext Time (p_c), s	•	0.0		0.1		0.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			11.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	<u></u>	7	ሻ	<u></u>	7	ሻ	f)		
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
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		
•	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722	
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12	
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69	
	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47	
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147	
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Grp Sat Flow(s), veh/h/ln1	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4	
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4	
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09	
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791	
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7	
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/	ln4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7	
LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach Vol, veh/h		418			287			453			632		
Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Approach LOS		С			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		25.0		18.0		25.0		18.0					
Max Q Clear Time (g_c+l	, .	22.4		14.1		15.4		5.6					
Green Ext Time (p c), s	, , .	1.0		0.6		4.4		0.8					
(1 –);				3.0				3.0					
Intersection Summary			14.0										
HCM 6th Ctrl Delay			14.8										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor	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, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s), veh/h/li	n1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0	
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	h 4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	
Initial Q Delay(d3),s/veh	n 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%),vel	h/lr0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		303			291			8			66		
Approach Delay, s/veh		4.3			4.2			13.0			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)) s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0					
		1.0		0.0		1.7		0.0					
Intersection Summary			- -										
HCM 6th Ctrl Delay			5.3										
HCM 6th LOS			Α										

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	ၨ	→	•	•	←	•	•	†	<u>/</u>	>	ļ	✓	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4	7	ች	ħβ		ች	† ‡		
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25	
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737	
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	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, %	0.02	0.02	0.02	0.02	0.02	7	0.02	7	7	13	11	11	
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49	
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34	
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146	
	36	0	0	22	0	36	8	212	221	41	304	316	
Grp Volume(v), veh/h				1825		1522	1810	1706	1775	872	1650	1711	
Grp Sat Flow(s),veh/h/l		0.0	0.0		0.0		0.2	3.2	3.2	1.5		6.7	
Q Serve(g_s), s	0.9			0.5		1.0					6.7		
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7	
Prop In Lane	0.28	^	0.58	0.82	^	1.00	1.00	0.40	0.07	1.00		0.09	
Lane Grp Cap(c), veh/h		0	0	84	0	70	15	849	883	455	555	576	
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55	
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/ve		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0	
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4	
Initial Q Delay(d3),s/vel		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%),ve	h/lr0.5	0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4	
LnGrp LOS	С	Α	Α	С	Α	С	D	Α	Α	В	В	В	
Approach Vol, veh/h		36			58			441			661		
Approach Delay, s/veh		33.9			24.9			7.4			13.2		
Approach LOS		С			С			Α			В		
		2		4	5	6		8					
Timer - Assigned Phs	١. ٥												
Phs Duration (G+Y+Rc		29.0		7.4	7.2	21.8		8.1					
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1					
Max Green Setting (Gm		* 26		5.0	* 4.2	* 15		4.9					
Max Q Clear Time (g_c		5.2		2.9	2.2	8.7		3.0					
Green Ext Time (p_c),	S	5.4		0.0	0.0	2.9		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			12.3										
HCM 6th LOS			В										
Notes													

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

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Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4		ሻ	f)			4			4	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor N	Major1			Major2			Minor1		N	/linor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS	5.1						D			C		
Minor Lane/Major Mvm	+ 1	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SRI n1			
		286	1380	<u> </u>		1163	- 1000	WDK -	280			
Capacity (veh/h) HCM Lane V/C Ratio		0.422				0.074			0.194			
				-	-		-					
HCM Lang LOS		26.5	7.7	-	-	8.3	-	-				
HCM Lane LOS HCM 95th %tile Q(veh)		D 2	0.1	-	-	0.2	-	-	0.7			
How som while Q(ven)			0.1	-	-	0.2	-	-	0.7			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ň	ĵ.		ň	f)		¥	^	7	ň	ħβ		
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
	1811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752	
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10	
Cap, veh/h	587	193	307	468	419	131	394	1314	586	397	1112	172	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39	
Sat Flow, veh/h	1347	629	1002	1170	1366	427	806	3413	1522	708	2888	448	
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284	
Grp Sat Flow(s), veh/h/ln	1347	0	1631	1170	0	1793	806	1706	1522	708	1664	1671	
Q Serve(g_s), s	0.8	0.0	2.5	7.4	0.0	0.3	1.7	3.3	6.9	1.7	4.9	4.9	
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	3.3	6.9	5.0	4.9	4.9	
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27	
Lane Grp Cap(c), veh/h	587	0	500	468	0	550	394	1314	586	397	641	644	
V/C Ratio(X)	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.32	0.58	0.11	0.44	0.44	
Avail Cap(c_a), veh/h	623	0	544	499	0	599	394	1314	586	397	641	644	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	9.9	0.0	10.2	14.0	0.0	9.5	11.3	8.4	9.5	10.2	8.9	8.9	
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.5	0.1	0.5	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	/lr0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.8	1.6	0.2	1.1	1.1	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.5	14.8	0.0	9.5	11.5	8.5	11.0	10.3	9.3	9.3	
LnGrp LOS	Α	Α	В	В	Α	Α	В	Α	В	В	Α	Α	
Approach Vol, veh/h		179			256			803			606		
Approach Delay, s/veh		10.4			14.4			9.7			9.4		
Approach LOS		В			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	. S	21.0		18.0		21.0		18.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		15.0		13.0		15.0		13.0					
Max Q Clear Time (g c+		8.9		4.5		7.0		12.0					
Green Ext Time (p_c), s	, .	2.1		0.5		2.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			10.3										
HCM 6th LOS			В										

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Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		EDK				SDK
Lane Configurations	7	1	\	200	220	2
Traffic Vol, veh/h	4	1	2	299	238	2
Future Vol, veh/h	4	1	2	299	238	2
Conflicting Peds, #/hr	O Stop	O Ctop	0 Eroo	0 Eroo	0 Eroo	2 Eroo
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	100	None	-	
Storage Length	0	-		-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	- 02	- 02	0	0	- 02
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	6	2
Mvmt Flow	4	1	2	325	259	2
Major/Minor	Minor2	ľ	Major1	N	Major2	
Conflicting Flow All	591	262	263	0		0
Stage 1	262	-	-	-	_	-
Stage 2	329	_	_	_	_	_
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	470	777	1301	_	_	_
Stage 1	782		-	_	_	_
Stage 2	729	_	_	_	_	_
Platoon blocked, %	123			_	_	_
Mov Cap-1 Maneuver	467	776	1299			
Mov Cap-1 Maneuver	556	- 110	1233	-		_
Stage 1	779	-	-	-	-	-
•	728	-	-	-	-	-
Stage 2	120	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	11.2		0.1		0	
HCM LOS	В					
Minard and MARINER		NDI	NDT	EDL 4	ODT	ODB
Minor Lane/Major Mvm	IT	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		1299	-		-	-
HCM Lane V/C Ratio		0.002		0.009	-	-
HCM Control Delay (s)		7.8	-	11.2	-	-
HCM Lane LOS		Α	-	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection Int Delay, s/veh						
2010, 5/1011	1.3					
		14/5/5	NET	ND.	001	00=
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		₽			
Traffic Vol, veh/h	7	32	269	0	40	199
Future Vol, veh/h	7	32	269	0	40	199
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	-	-	-	100	-
Veh in Median Storage	e, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	9
Mvmt Flow	8	35	292	0	43	216
NA = : = =/NA:== :	N 4! 4		1-1-4	_	4-1-0	
	Minor1		Major1		Major2	
Conflicting Flow All	594	292	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	302	-	-	-	-	-
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	468	747	-	-	1270	-
Stage 1	758	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	452	747	-	-	1270	-
Mov Cap-2 Maneuver	535	-	-	_	-	-
Stage 1	732	_	-	-	-	-
				_	_	_
_	750	-				
Stage 2	750	-	_			
Stage 2		-	_			
•	750 WB		NB		SB	
Stage 2 Approach HCM Control Delay, s		_	NB 0		SB 1.3	
Stage 2 Approach	WB					
Stage 2 Approach HCM Control Delay, s	WB 10.5					
Stage 2 Approach HCM Control Delay, s HCM LOS	WB 10.5 B		0	MDI 54	1.3	CDT
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Myr	WB 10.5 B	NBT	0	VBLn1	1.3 SBL	SBT
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h)	WB 10.5 B	NBT -	0 NBRV	697	1.3 SBL 1270	-
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	WB 10.5 B	NBT -	0 NBRV -	697 0.061	1.3 SBL 1270 0.034	-
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio HCM Control Delay (s	WB 10.5 B	NBT - -	NBRV - -	697 0.061 10.5	1.3 SBL 1270 0.034 7.9	- - -
Stage 2 Approach HCM Control Delay, s HCM LOS Minor Lane/Major Mvr Capacity (veh/h) HCM Lane V/C Ratio	WB 10.5 B	NBT -	0 NBRV -	697 0.061	1.3 SBL 1270 0.034	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	•	7	ሻ	₽		ሻ	₽		ሻ	•	7
Traffic Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Future Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
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	1841	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	27	82	218	137	347	33	87	377	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, %	4	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	289	381		477	112	297	409	639	61	412	710	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1062	1411	1196	1300	413	1097	886	1575	150	916	1752	1485
Grp Volume(v), veh/h	84	96	0	27	0	300	137	0	380	87	377	0
Grp Sat Flow(s),veh/h/ln	1062	1411	1196	1300	0	1510	886	0	1725	916	1752	1485
Q Serve(g_s), s	2.9	2.0	0.0	0.6	0.0	6.7	5.1	0.0	6.2	3.0	6.0	0.0
Cycle Q Clear(g_c), s	9.6	2.0	0.0	2.6	0.0	6.7	11.2	0.0	6.2	9.2	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	289	381		477	0	408	409	0	699	412	710	
V/C Ratio(X)	0.29	0.25		0.06	0.00	0.74	0.33	0.00	0.54	0.21	0.53	
Avail Cap(c_a), veh/h	289	381		477	0	408	481	0	839	486	852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	10.6	0.0	11.6	0.0	12.3	12.6	0.0	8.4	11.9	8.3	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	0.0	6.8	0.5	0.0	0.7	0.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.1	0.0	2.1	0.8	0.0	1.5	0.5	1.5	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	• • • • • • • • • • • • • • • • • • • •	0.0		0.0	0.0		0.0		0.0
LnGrp Delay(d),s/veh	17.2	10.9	0.0	11.6	0.0	19.1	13.0	0.0	9.0	12.1	9.0	0.0
LnGrp LOS	В	В	0.0	В	A	В	В	A	A	В	A	0.0
Approach Vol, veh/h		180	А		327			517	<u>, , , </u>		464	Α
Approach Delay, s/veh		13.9	Λ.		18.5			10.1			9.5	А
Approach LOS		В			В			В			J.0	
• •					ь							
Timer - Assigned Phs		2		4 4 0 0		6		8				
Phs Duration (G+Y+Rc), s		21.0		16.0		21.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		13.2		11.6		11.2		8.7				
Green Ext Time (p_c), s		1.3		0.0		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ች	ĵ.		*	ĵ.		
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7	
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1752	1752	1752	1870	1811	1811	1707	1752	1752	
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	60	123	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	
Percent Heavy Veh, %	13	13	13	10	10	10	2	6	6	13	10	10	
Cap, veh/h	101	440	159	265	372	52	520	367	188	288	529	34	
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33	
Sat Flow, veh/h	21	1172	423	389	991	138	1259	1128	579	901	1627	106	
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	60	0	131	
Grp Sat Flow(s), veh/h/lr		0	0	1518	0	0	1259	0	1707	901	0	1733	
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	0.6	0.0	8.2	2.5	0.0	2.2	
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.5	0.0	0.0	2.8	0.0	8.2	10.7	0.0	2.2	
Prop In Lane	0.04	0.0	0.26	0.33	0.0	0.09	1.00	0.0	0.34	1.00	0.0	0.06	
Lane Grp Cap(c), veh/h		0	0.20	689	0	0.00	520	0	555	288	0	563	
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.00	0.00	0.05	0.00	0.72	0.21	0.00	0.23	
Avail Cap(c_a), veh/h	938	0.00	0.00	900	0.00	0.00	645	0.00	725	378	0.00	736	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel		0.0	0.0	10.3	0.0	0.0	10.9	0.0	11.9	16.6	0.0	9.9	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.4	0.4	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	
%ile BackOfQ(50%),veh		0.0	0.0	1.9	0.0	0.0	0.1	0.0	2.2	0.4	0.0	0.5	
Unsig. Movement Delay			3.0	1.0	3.0	3.0	J. 1	3.0		J. 1	3.0	3.0	
LnGrp Delay(d),s/veh	9.8	0.0	0.0	11.1	0.0	0.0	10.9	0.0	14.2	17.0	0.0	10.1	
LnGrp LOS	Α	Α	A	В	Α	Α	В	Α	В	В	A	В	
Approach Vol, veh/h	, <u>, , </u>	279			406	- / \		425			191		
Approach Delay, s/veh		9.8			11.1			14.0			12.2		
Approach LOS		9.0 A			11.1 B			14.0 B			12.2 B		
					ט						D		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)		19.0		21.0		19.0		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		17.0		21.0		17.0		21.0					
Max Q Clear Time (g_c-		10.2		7.2		12.7		10.5					
Green Ext Time (p_c), s	5	1.2		1.2		0.3		1.8					
Intersection Summary													
HCM 6th Ctrl Delay			11.9										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	ĵ.		ሻ	f)		
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
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	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693	
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	0	0	0	20	20	20	0	12	12	50	14	14	
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61	
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240	
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591	
Grp Sat Flow(s), veh/h/ln	1542	0	0	1507	0	0	839	0	1710	588	0	1649	
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0	
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0	
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15	
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007	
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59	
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0	
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh	/ln2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5	
LnGrp LOS	С	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h		187			47			464			599		
Approach Delay, s/veh		21.8			19.0			6.6			8.5		
Approach LOS		С			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	. S	37.0		13.8		37.0		13.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		31.0		12.0		31.0		12.0					
Max Q Clear Time (g c+		0.0		7.8		0.0		3.4					
Green Ext Time (p_c), s	, .	0.0		0.2		0.0		0.0					
Intersection Summary		J.0		J.L		3.0		3.0					
			10.1										
HCM 6th Ctrl Delay			10.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	†	7	ች	1	7	ሻ	ĵ.		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
Peak Hour Factor	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/lr	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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%),vel	n/ln4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	Α	Α	В	В	В	В	Α	Α	В	Α	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	28.2		21.1		28.2		21.1					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c-		21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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	
	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		
	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38	
	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, %	13	13	13	7	7	7	38	38	38	6	6	6	
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62	
	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/ln1		0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
	959	0	0	1007	0	0	294	0	0	315	0	0	
\ /	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
$\cdot \cdot = \cdot \cdot$	1228	0	0	1300	0	0	476	0	0	578	0	0	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \/	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/		0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	1.6	0.0	0.0	10.1	0.0	0.0	10 E	0.0	0.0	
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	A 057	<u> </u>	A	A	<u> </u>	В	A	<u> </u>	В	A 400	A	
Approach Vol, veh/h		257			282			59			100		
Approach LOS		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		8.9		21.0		8.9					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+l	l1), s	4.8		3.3		4.7		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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٠	→	•	•	←	•	•	†	<u> </u>	>	↓	✓	
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			स	7	ች	ħβ		ች	† }		
Traffic Volume (veh/h) 14	5	18	74	5	33	11	396	60	37	595	26	
Future Volume (veh/h) 14	5	18	74	5	33	11	396	60	37	595	26	
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00	*	1.00	1.00	-	1.00	1.00	•	1.00	
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln 1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752	
Adj Flow Rate, veh/h 15	5	20	80	5	36	12	430	65	40	647	28	
Peak Hour Factor 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, % 0	0	0	0	0	14	0	7	7	14	10	10	
Cap, veh/h 22	7	30	121	8	102	22	1442	217	421	1056	46	
Arrive On Green 0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.32	0.32	0.32	
Sat Flow, veh/h 643	214	857	1708	107	1434	1810	2975	447	816	3250	141	
Grp Volume(v), veh/h 40	0	0	85	0	36	12	245	250	40	331	344	
Grp Sat Flow(s), veh/h/ln1714	0	0	1815	0	1434	1810	1706	1716	816	1664	1726	
Q Serve(g_s), s 1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8	
Cycle Q Clear(g_c), s 1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8	
Prop In Lane 0.37	0.0	0.50	0.94	0.0	1.00	1.00	7.0	0.26	1.00	1.1	0.08	
Lane Grp Cap(c), veh/h 60	0	0.50	129	0	102	22	827	832	421	541	561	
V/C Ratio(X) 0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61	
Avail Cap(c_a), veh/h 208	0.00	0.00	248	0.00	196	165	1080	1085	478	656	681	
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 22.0	0.00	0.00	20.9	0.00	20.4	22.7	7.2	7.2	11.1	13.1	13.1	
Incr Delay (d2), s/veh 12.3	0.0	0.0	5.6	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.6	
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.6	0.0	0.0	1.0	0.0	0.4	0.0	1.0	1.0	0.0	2.4	2.5	
` ,		0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5	
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 34.3	0.0	0.0	26.5	0.0	22.5	41.2	7.4	7.5	11.2	14.8	14.7	
LnGrp LOS C	Ο.0	Ο.0	20.5 C	0.0 A	22.5 C	41.2 D	7.4 A	7.5 A	11.2 B	14.0 B	14.7 B	
		A	U		U	U		A	D		D	
Approach Vol, veh/h	40 34.3			121 25.3			507 8.2			715		
Approach LOS				25.3 C						14.5 B		
Approach LOS	С			U			Α			В		
Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	29.2		7.6	7.4	21.8		9.4					
Change Period (Y+Rc), s	* 6.8		6.0	* 6.8	* 6.8		6.1					
Max Green Setting (Gmax), s	* 29		5.6	* 4.2	* 18		6.3					
Max Q Clear Time (g_c+l1), s	6.0		3.1	2.3	9.8		4.1					
Green Ext Time (p_c), s	6.6		0.0	0.0	3.8		0.1					
Intersection Summary												
HCM 6th Ctrl Delay		13.7										
HCM 6th LOS		В										
Notes												

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

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Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	4			ĵ.			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	7	10	7	4	2	4	0	14	2	17	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor N	Major1		1	Major2			Minor1		ľ	Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.67	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.153	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	280	766
Stage 1	-	-	-	-	-	-	568	562	-	649	594	-
Stage 2	-	-	-	-	-	-	618	619	-	548	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	210	276	642	215	258	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	276	-	215	258	-
Stage 1	-	-	-	-	-	-	547	541	-	625	568	-
Stage 2	-	-	-	-	-	-	528	592	-	468	508	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			31.1			23.9		
HCM LOS							D			С		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		269	1283	-		1142	-	-				
HCM Lane V/C Ratio		0.501		-		0.043	-	-	0.338			
HCM Control Delay (s)		31.1	7.9	0	-	8.3	-	-				
HCM Lane LOS		D	Α	A	_	Α	-	-	С			
HCM 95th %tile Q(veh)		2.6	0.1	-	-	0.1	-	-	1.4			

<i>)</i>	→	•	•	←	•	4	†	/	/	ţ	✓	
Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Þ		<u>ነ</u>	₽		<u>ነ</u>	^	7	<u>ነ</u>	ħβ		
Traffic Volume (veh/h) 31	44	63	285	11	30	51	385	315	43	523	86	
Future Volume (veh/h) 31	44	63	285	11	30	51	385	315	43	523	86	
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 1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767	
Adj Flow Rate, veh/h 34	48	68	310	12	33	55	418	342	47	568	93	
Peak Hour Factor 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, % 0	0	0	3	10	10	10	7	7	2	9	9	
Cap, veh/h 601	231	327	530	134	369	340	1280	571	383	1083	177	
Arrive On Green 0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38	
Sat Flow, veh/h 1383	711	1007	1266	413	1135	725	3413	1522	706	2888	472	
Grp Volume(v), veh/h 34	0	116	310	0	45	55	418	342	47	329	332	
Grp Sat Flow(s),veh/h/ln1383	0	1719	1266	0	1548	725	1706	1522	706	1678	1682	
Q Serve(g_s), s 0.7	0.0	2.0	9.4	0.0	8.0	2.6	3.5	7.2	2.0	6.1	6.1	
Cycle Q Clear(g_c), s 1.5	0.0	2.0	11.3	0.0	8.0	8.7	3.5	7.2	5.5	6.1	6.1	
Prop In Lane 1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28	
Lane Grp Cap(c), veh/h 601	0	559	530	0	503	340	1280	571	383	629	631	
V/C Ratio(X) 0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.33	0.60	0.12	0.52	0.53	
Avail Cap(c_a), veh/h 601	0	559	530	0	503	340	1280	571	383	629	631	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.1	10.9	9.7	9.7	
Incr Delay (d2), s/veh 0.0	0.0	0.2	1.7	0.0	0.1	0.2	0.1	1.7	0.1	8.0	8.0	
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/lr0.2	0.0	0.6	1.9	0.0	0.2	0.3	8.0	1.8	0.2	1.5	1.5	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh 9.9	0.0	10.0	15.5	0.0	9.5	13.3	9.1	11.8	11.0	10.5	10.5	
LnGrp LOS A	Α	Α	В	Α	Α	В	Α	В	В	В	В	
Approach Vol, veh/h	150			355			815			708		
Approach Delay, s/veh	10.0			14.8			10.5			10.6		
Approach LOS	Α			В			В			В		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		19.0		21.0		19.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+I1), s	10.7		4.0		8.1		13.3					
Green Ext Time (p_c), s	1.7		0.4		2.3		0.0					
Intersection Summary												
HCM 6th Ctrl Delay		11.2										
		11.4										

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Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
		EDK				SDK
Lane Configurations	7	1	\	200	106	2
Traffic Vol, veh/h	3	1	2	298	196	2
Future Vol, veh/h	3	1	2	298	196	2
Conflicting Peds, #/hr	0 Stop	O Stop	0 Eroo	0 Eroo	0 Eroo	0 Eroo
Sign Control RT Channelized	Stop	Stop	Free	Free	Free	Free
	-	None	100	None	-	
Storage Length	0	-		-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	10	2
Mvmt Flow	3	1	2	324	213	2
Major/Minor	Minor2		Major1	N	Major2	
Conflicting Flow All	542	214	215	0		0
Stage 1	214			-	_	_
Stage 2	328	_	_	_	_	_
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	501	826	1355	_	_	_
Stage 1	822	-		_	_	_
Stage 2	730	_	_	_	_	_
Platoon blocked, %	100			_	_	_
Mov Cap-1 Maneuver	500	826	1355			
Mov Cap-1 Maneuver	578	020	1000			_
Stage 1	821	-	-	-	_	<u>-</u>
•	730	•		-	-	-
Stage 2	730	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	10.8		0.1		0	
HCM LOS	В					
NA' /NA		ND	Not	EDL 4	057	000
Minor Lane/Major Mvm	IT	NBL		EBLn1	SBT	SBR
Capacity (veh/h)		1355	-		-	-
HCM Lane V/C Ratio		0.002		0.007	-	-
HCM Control Delay (s)		7.7	-	10.8	-	-
HCM Lane LOS		Α	-	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		Þ		- 1	
Traffic Vol, veh/h	5	24	276	0	29	168
Future Vol, veh/h	5	24	276	0	29	168
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	-	-	-	100	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	_	0	_	_	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	13
Mymt Flow	5	26	300	0	32	183
WITHING I IOW	- 0	20	000	U	UL	100
Major/Minor	Minor1	<u> </u>	/lajor1	<u> </u>	Major2	
Conflicting Flow All	547	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
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	<u>-</u>	_	2.218	<u>-</u>
Pot Cap-1 Maneuver	498	740			1261	_
Stage 1	752	- 140	_		1201	_
Stage 2	794	-		_	_	
	134	-		-	-	
Platoon blocked, %	400	740	-	-	1004	-
Mov Cap-1 Maneuver	486	740	-	-	1261	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.4		0		1.2	
HCM LOS	В		U		1.4	
TIOWI LOO	U					
Minor Lane/Major Mvm	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		-	_	702	1261	_
HCM Lane V/C Ratio		-	-	0.045		-
HCM Control Delay (s)		-	_	10.4	7.9	_
HCM Lane LOS		-	_	В	A	-
HCM 95th %tile Q(veh)	_	_	0.1	0.1	_
TOW John Julie Q(Ven	J			0.1	0.1	

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	۶	•	4	†	↓	✓
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	ሻ		†	7
Traffic Volume (veh/h)	89	396	257	386	474	86
Future Volume (veh/h)	89	396	257	386	474	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1752	1737	1841
Adj Flow Rate, veh/h	97	0	279	420	515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0.02	16	16	10	11	4
Cap, veh/h	150		536	1070	1061	
Arrive On Green	0.08	0.00	0.61	0.61	0.61	0.00
Sat Flow, veh/h	1810	1409	787	1752	1737	1560
Grp Volume(v), veh/h	97	1400	279	420	515	1500
Grp Sat Flow(s),veh/h/ln	1810	1409	787	1752	1737	1560
Q Serve(g_s), s	2.0	0.0	11.9	4.8	6.4	0.0
Cycle Q Clear(g_c), s	2.0	0.0	18.3	4.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	150		536	1070	1061	
V/C Ratio(X)	0.64		0.52	0.39	0.49	
Avail Cap(c_a), veh/h	231		717	1474	1461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	9.3	3.9	4.2	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.6	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	10.1	4.1	4.6	0.0
LnGrp LOS	C		В	Α	A	
Approach Vol, veh/h	97	А		699	515	А
Approach Delay, s/veh	22.0	7.		6.5	4.6	Α.
Approach LOS	C C			Α	Α.	
•	U					
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		9.3		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		5.0		33.0
Max Q Clear Time (g_c+I1), s		20.3		4.0		8.4
Green Ext Time (p_c), s		3.6		0.0		3.2
Intersection Summary						
			0.0			
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			Α			
Notes						

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

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	•	•	Ť		-	ţ
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	7	ĵ.		ች	^
Traffic Volume (veh/h)	30	269	374	60	199	671
Future Volume (veh/h)	30	269	374	60	199	671
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac	h No		No			No
Adj Sat Flow, veh/h/ln	1870	1781	1707	1707	1841	1707
Adj Flow Rate, veh/h	33	292	407	65	216	729
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	13	13	4	13
Cap, veh/h	407	345	732	117	443	1653
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1510	1437	229	907	3329
Grp Volume(v), veh/h	33	292	0	472	216	729
Grp Sat Flow(s), veh/h/li		1510	0	1666	907	1622
Q Serve(g_s), s	0.7	8.5	0.0	8.9	9.8	6.5
Cycle Q Clear(g_c), s	0.7	8.5	0.0	8.9	18.7	6.5
Prop In Lane	1.00	1.00	0.0	0.14	1.00	0.5
Lane Grp Cap(c), veh/h		345	0	849	443	1653
V/C Ratio(X)	0.08	0.85	0.00	0.56	0.49	0.44
Avail Cap(c_a), veh/h	466	395	0.00	945	496	1840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
		16.9	0.00	7.7	14.1	7.1
Uniform Delay (d), s/vel						0.2
Incr Delay (d2), s/veh	0.1	14.0	0.0	0.6	0.8	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		3.4	0.0	2.0	1.6	1.4
Unsig. Movement Delay			0.0	0.0	14.0	7.0
LnGrp Delay(d),s/veh	14.0	30.9	0.0	8.3	14.9	7.3
LnGrp LOS	B	С	A	A	<u>B</u>	A
Approach Vol, veh/h	325		472			945
Approach Delay, s/veh	29.2		8.3			9.0
Approach LOS	С		Α			Α
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc)), s	29.3				29.3
Change Period (Y+Rc),		6.0				6.0
Max Green Setting (Gm		26.0				26.0
Max Q Clear Time (g_c		10.9				20.7
Green Ext Time (p_c), s		2.5				2.7
Intersection Summary						
			12.6			
HCM 6th Ctrl Delay						
HCM 6th LOS			В			

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Movement EBL EBT EBR WBL WBT WBL NBT NBT NBT NBT SBL SBT SBR		۶	→	•	•	←	•	•	†	/	/	↓	4	
Lane Configurations	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Traffic Volume (veh/h) 107 28 19 7 14 9 37 347 11 1 4 575 84 Future Volume (veh/h) 107 28 19 7 14 9 37 347 11 1 4 575 84 Initial Q (2b), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0			44											
Future Volume (veh/h) 107		107		19	7		9			11			84	
Initial Q (Qb), veh														
Ped-Bike Adji(A, pbT)	,				0	0							0	
Parking Bus, Adj 1,00 1,		1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Sat Flow, vehi/h/ln 1618 1618 1618 1618 1900 1900 1900 1826 1707 1707 418 1693 1693 Adj Flow Rate, vehi/h 116 30 21 8 15 10 40 377 12 15 625 91 Pereak Hour Factor 0,92 0,92 0,92 0,92 0,92 0,92 0,92 0,92			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Adj Flow Rate, vehr/h 116 30 21 8 15 10 40 377 12 15 625 91 Peak Hour Factor 0.92	Work Zone On Approach		No			No			No			No		
Peak Hour Factor 0.92 0.	Adj Sat Flow, veh/h/ln 1	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693	
Percent Heavy Veh, % 19 19 19 19 0 0 0 0 5 13 13 10 100 14 14 14 Cap, veh/h 245 45 25 116 160 83 373 1022 33 248 897 131 Arrive On Green 0.15 0.15 0.15 0.15 0.15 0.62 0.62 0.62 0.62 0.62 0.62 0.62 0.62	Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91	
Cap, veh/h	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Arrive On Green 0.15 0.15 0.15 0.15 0.15 0.15 0.15 0.15	Percent Heavy Veh, %	19	19	19	0	0	0	5	13	13	100	14	14	
Sat Flow, veh/h 850 295 165 208 1042 544 718 1646 52 222 1444 210 Grp Volume(v), veh/h 167 0 0 33 0 0 40 0 389 15 0 716 Grp Sat Flow(s), veh/h/In1309 0 0 1794 0 0 778 0 1698 222 0 1655 Q Serve(g.s), s 5.7 0.0 0.0 0.0 0.0 0.0 1.9 0.0 15.4 Cycle Q Clear(g.c), s 6.5 0.0 0.0 0.8 0.0 0.0 1.5 0.0 15.4 Prop In Lane 0.69 0.13 0.24 0.30 1.00 0.03 1.00 0.03 1.00 0.03 1.00 0.03 1.00 0.03 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <td< td=""><td>Cap, veh/h</td><td>245</td><td>45</td><td>25</td><td>116</td><td>160</td><td>83</td><td>373</td><td>1022</td><td>33</td><td>248</td><td>897</td><td>131</td><td></td></td<>	Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131	
Grp Volume(v), veh/h 167 0 0 33 0 0 40 0 389 15 0 716 Grp Sat Flow(s), veh/h/ln1309 0 0 1794 0 0 7718 0 1698 222 0 1655 Q Serve(g_s), s 5.7 0.0 0.0 0.0 0.0 0.0 0.0 0.2 1 0.0 6.0 1.9 0.0 15.4 Cycle Q Clear(g_c), s 6.5 0.0 0.0 0.8 0.0 0.0 17.5 0.0 6.0 7.9 0.0 15.4 Prop In Lane 0.69 0.13 0.24 0.30 1.00 0.03 1.00 0.13 Lane Grp Cap(c), veh/h 316 0 0 359 0 0 373 0 1054 248 0 1027 V/C Ratio(X) 0.53 0.00 0.00 0.09 0.00 0.00 0.11 0.00 0.37 0.06 0.0 7.0 Avail Cap(c_a), veh/h 360 0 0 417 0 0 373 0 1054 248 0 1027 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62	
Grp Sat Flow(s), veh/h/ln1309	Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210	
Grp Sat Flow(s), veh/h/ln/1309 0 0 1794 0 0 718 0 1698 222 0 1655 Q Serve(g_s), s 5.7 0.0 0.0 0.0 0.0 17.5 0.0 6.0 1.9 0.0 15.4 Cycle Q Clear(g_c), s 6.5 0.0 0.0 0.8 0.0 0.0 17.5 0.0 6.0 7.9 0.0 15.4 Prop In Lane 0.69 0.13 0.24 0.30 1.00 0.03 1.00 0.13 Lane Grp Cap(c), veh/h 316 0 0 359 0 0 373 0 1054 248 0 1027 V/C Ratio(X) 0.53 0.00 0.00 0.00 0.01 0.00 0.10 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.0 0.0 0.0 0.0 0.0 0.0	Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716	
Cycle Q Clear(g_c), s 6.5 0.0 0.0 0.8 0.0 0.0 17.5 0.0 6.0 7.9 0.0 15.4 Prop In Lane 0.69 0.13 0.24 0.30 1.00 0.03 1.00 0.13 Lane GPy Cap(c), veh/h 316 0 0 359 0 0 373 0 1054 248 0 1027 V/C Ratio(X) 0.53 0.00 0.00 0.09 0.00 0.01 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 1.00		1309	0	0	1794	0	0	718	0	1698	222	0	1655	
Prop In Lane	. ,		0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4	
Lane Grp Cap(c), veh/h 316 0 0 359 0 0 373 0 1054 248 0 1027 V/C Ratio(X) 0.53 0.00 0.00 0.09 0.00 0.00 0.11 0.00 0.37 0.06 0.00 0.70 Avail Cap(c_a), veh/h 360 0 0 417 0 0 373 0 1054 248 0 1027 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0		6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4	
V/C Ratio(X) 0.53 0.00 0.00 0.00 0.01 0.01 0.00 0.01 0.01 0.00 0.01 0.01 0.00 0.070 Avail Cap(c_a), veh/h 360 0 0 417 0 0 373 0 1054 248 0 1027 HCM Platoon Ratio 1.00	Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13	
Avail Cap(c_a), veh/h 360 0 0 417 0 0 373 0 1054 248 0 1027 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027	
HCM Platoon Ratio	V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70	
Upstream Filter(I) 1.00 0.00 1.00 1.00 0.00 1.00 1.00 0.00 1.	Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027	
Uniform Delay (d), s/veh 21.7	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	
Incr Delay (d2), s/veh	Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Initial Q Delay(d3),s/veh	Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7	
%ile BackOfQ(50%), veh/lr2.0 0.0 0.0 0.3 0.0 0.4 0.0 1.8 0.1 0.0 4.8 Unsig. Movement Delay, s/veh LnGrp Delay(d), s/veh 23.1 0.0 0.0 19.5 0.0 0.0 13.2 0.0 6.0 7.4 0.0 10.7 LnGrp LOS C A A B A A B A A A B Approach Vol, veh/h 167 33 429 731 Approach Delay, s/veh 23.1 19.5 6.6 10.6 Approach LOS C B A B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+I1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 O.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9	
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 23.1 0.0 0.0 19.5 0.0 0.0 13.2 0.0 6.0 7.4 0.0 10.7 LnGrp LOS	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	
LnGrp Delay(d),s/veh 23.1 0.0 0.0 19.5 0.0 0.0 13.2 0.0 6.0 7.4 0.0 10.7 LnGrp LOS C A A B A A B A A A A B Approach Vol, veh/h 167 33 429 731 Approach Delay, s/veh 23.1 19.5 6.6 10.6 Approach LOS C B A B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+l1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	%ile BackOfQ(50%),veh/	In2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8	
LnGrp LOS C A A B A A B A A A A B Approach Vol, veh/h 167 33 429 731 Approach Delay, s/veh 23.1 19.5 6.6 10.6 Approach LOS C B A B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+l1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Unsig. Movement Delay,	s/veh												
Approach Vol, veh/h 167 33 429 731 Approach Delay, s/veh 23.1 19.5 6.6 10.6 Approach LOS C B A B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+l1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7	
Approach Delay, s/veh 23.1 19.5 6.6 10.6 Approach LOS C B A B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+I1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	LnGrp LOS	С	Α	Α	В	Α	Α	В	Α	Α	Α	Α	В	
Approach LOS C B A B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+I1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Approach Vol, veh/h		167			33			429			731		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+I1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Approach Delay, s/veh		23.1			19.5			6.6			10.6		
Phs Duration (G+Y+Rc), s 39.0 14.2 39.0 14.2 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+l1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Approach LOS		С			В			Α			В		
Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 Max Q Clear Time (g_c+l1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Timer - Assigned Phs		2		4		6		8					
Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 33.0 10.0 Max Q Clear Time (g_c+l1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Phs Duration (G+Y+Rc),	s	39.0		14.2		39.0		14.2					
Max Green Setting (Gmax), s 33.0 10.0 33.0 10.0 Max Q Clear Time (g_c+11), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1														
Max Q Clear Time (g_c+I1), s 0.0 8.5 0.0 2.8 Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1														
Green Ext Time (p_c), s 0.0 0.1 0.0 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1 1														
Intersection Summary HCM 6th Ctrl Delay 11.1		,.												
HCM 6th Ctrl Delay 11.1	U = 7:													
·				11.1										
HUM 6TN LUS B	HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	<u></u>	7	ሻ	<u></u>	7	ሻ	f)		
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
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		
	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722	
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12	
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69	
	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47	
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147	
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Grp Sat Flow(s), veh/h/ln1	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4	
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4	
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09	
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791	
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7	
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	In4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7	
LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach Vol, veh/h		418			287			453			632		
Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Approach LOS		С			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		25.0		18.0		25.0		18.0					
Max Q Clear Time (g_c+l	, .	22.4		14.1		15.4		5.6					
Green Ext Time (p_c), s	, , •	1.0		0.6		4.4		0.8					
Intersection Summary													
HCM 6th Ctrl Delay			14.8										
HCM 6th LOS			14.0 B										
I IOW OUI LOS			Ь										

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			4			4			4		
Traffic Volume (veh/h) 18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h) 18	248	12	5	240	23	4	2	2	37	5	19	
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 1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h 20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor 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, % 13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h 154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green 0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h 40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h 303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s),veh/h/ln1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s 3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane 0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h 1002	0	0	1001	0	0	211	0	0	301	0	0	
V/C Ratio(X) 0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h 1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh 4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh 0.2	0.0	0.0	0.2	0.0	0.0	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh 4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS A	A	A	A	A	A	В	Α	A	В	A	A	
Approach Vol, veh/h	303			291			8			66		
Approach Delay, s/veh	4.3			4.2			13.0			13.5		
Approach LOS	Α			Α			В			В		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+l1), s	4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s	1.3		0.0		1.4		0.0					
Intersection Summary												
HCM 6th Ctrl Delay		5.3										
HCM 6th LOS		Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	ĵ.		ሻ	(
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
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		
	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9	
	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, %	19	19	19	13	13	13	12	5	5	12	8	8	
Cap, veh/h	101	409	154	174	464	52	475	367	198	290	547	33	
	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33	
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	904	1664	99	
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160	
Grp Sat Flow(s), veh/h/ln1	1530	0	0	1563	0	0	1129	0	1718	904	0	1764	
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.7	0.0	2.7	
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	11.0	0.0	2.7	
	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06	
1 1 7	663	0	0	689	0	0	475	0	565	290	0	580	
\ /	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.71	0.22	0.00	0.28	
Avail Cap(c_a), veh/h	738	0	0	763	0	0	552	0	683	353	0	701	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \ /	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.2	0.0	11.8	16.6	0.0	10.0	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	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/		0.0	0.0	1.6	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7	
Unsig. Movement Delay,		0.0	0.0	40.4	0.0	0.0	44.0	0.0	44.0	47.0	0.0	40.0	
1 7 7	10.3	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.6	17.0	0.0	10.2	
LnGrp LOS	В	A	A	В	A	A	В	A 404	В	В	A	В	
Approach Vol, veh/h		297			337			431			224		
Approach Delay, s/veh		10.3			10.4			14.4			12.2		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		19.2		21.0		19.2		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		16.0		17.0		16.0		17.0					
Max Q Clear Time (g_c+	l1), s	10.3		8.0		13.0		8.4					
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	ħβ			ħβ	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	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, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s), veh/h/li		0	0	1825	0	1522	1810	1706	1775	872	1650	1711
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.7	0.09
Lane Grp Cap(c), veh/h		0	0.00	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	С	A	A	С	A	С	D	A	A	В	В	В
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			Α			В	
		2		4		6		8				
Timer - Assigned Phs					5							
Phs Duration (G+Y+Rc)		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s	5	5.4		0.0	0.0	2.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			В									
Notes												

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

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Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	f)			ĵ.			4			4	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor 1	Major1		<u> </u>	Major2			Minor1		N	Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			С		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		286	1380			1163	-	-	280			
HCM Lane V/C Ratio		0.422		_		0.074	_		0.194			
HCM Control Delay (s)		26.5	7.7	_	_	8.3	_	_				
HCM Lane LOS		D	A	_	_	Α	_	_	C			
HCM 95th %tile Q(veh)		2	0.1	-	-	0.2	_	-	0.7			
		_				V.E			-			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	- 1	Þ		7	₽		<u>ነ</u>	^	7	7	∱ ∱		
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752	
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10	
Cap, veh/h	587	193	307	468	419	131	394	1314	586	397	1112	172	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39	
Sat Flow, veh/h	1347	629	1002	1170	1366	427	806	3413	1522	708	2888	448	
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284	
Grp Sat Flow(s), veh/h/ln	1347	0	1631	1170	0	1793	806	1706	1522	708	1664	1671	
Q Serve(g_s), s	0.8	0.0	2.5	7.4	0.0	0.3	1.7	3.3	6.9	1.7	4.9	4.9	
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	3.3	6.9	5.0	4.9	4.9	
Prop In Lane	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27	
Lane Grp Cap(c), veh/h	587	0	500	468	0	550	394	1314	586	397	641	644	
V/C Ratio(X)	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.32	0.58	0.11	0.44	0.44	
Avail Cap(c_a), veh/h	623	0	544	499	0	599	394	1314	586	397	641	644	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	9.9	0.0	10.2	14.0	0.0	9.5	11.3	8.4	9.5	10.2	8.9	8.9	
Incr Delay (d2), s/veh	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.5	0.1	0.5	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	/lr0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.8	1.6	0.2	1.1	1.1	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.5	14.8	0.0	9.5	11.5	8.5	11.0	10.3	9.3	9.3	
LnGrp LOS	Α	Α	В	В	Α	Α	В	Α	В	В	Α	Α	
Approach Vol, veh/h		179			256			803			606		
Approach Delay, s/veh		10.4			14.4			9.7			9.4		
Approach LOS		В			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	s	21.0		18.0		21.0		18.0					
Change Period (Y+Rc),	-	6.0		6.0		6.0		6.0					
Max Green Setting (Gm		15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+		8.9		4.5		7.0		12.0					
Green Ext Time (p_c), s		2.1		0.5		2.1		0.1					
" = "		۷.۱		0.0		۷.۱		0.1					
Intersection Summary			40.0										
HCM 6th Ctrl Delay			10.3										
HCM 6th LOS			В										

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Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1102	4	· · · ·	ሻ	\$	TTDIT	ሻ	<u>\$</u>	OBIT
Traffic Vol, veh/h	20	19	5	9	14	30	20	249	11	30	199	30
Future Vol, veh/h	20	19	5	9	14	30	20	249	11	30	199	30
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	22	21	5	10	15	33	22	271	12	33	216	33
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	644	626	233	633	636	277	249	0	0	283	0	0
Stage 1	299	299	-	321	321	-	-	-	-	-	-	-
Stage 2	345	327	-	312	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	386	401	806	392	395	762	1317	-	-	1279	-	-
Stage 1	710	666	-	691	652	-	-	-	-	-	-	-
Stage 2	671	648	-	699	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	347	384	806	361	378	762	1317	-	-	1279	-	-
Mov Cap-2 Maneuver	347	384	-	361	378	-	-	-	-	-	-	-
Stage 1	698	649	-	679	641	-	-	-	-	-	-	-
Stage 2	617	637	-	655	639	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.6			12.7			0.6			0.9		
HCM LOS	С			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1317	-	-	388	523	1279	-	-			
HCM Lane V/C Ratio		0.017	-	-	0.123		0.025	_	-			
HCM Control Delay (s)		7.8	-	-	15.6	12.7	7.9	-	-			
HCM Lane LOS		A	-	-	С	В	A	-	-			
HCM 95th %tile Q(veh))	0.1	-	-	0.4	0.4	0.1	-	-			

	۶	•	4	†	ļ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ች	7	ሻ		†	7
Traffic Volume (veh/h)	44	126	112	300	244	31
Future Volume (veh/h)	44	126	112	300	244	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No	1.00	1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1826	1411	1648	1752	1752	1707
Adj Flow Rate, veh/h	84	0	213	571	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	17	10	10	13
Cap, veh/h	143	JJ	535	954	954	13
Arrive On Green	0.08	0.00	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1739	1196	818	1752	1752	1447
Grp Volume(v), veh/h	84	0	213	571	464	0
Grp Sat Flow(s),veh/h/ln	1739	1196	818	1752	1752	1447
Q Serve(g_s), s	1.5	0.0	7.0	7.1	5.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	12.3	7.1	5.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143		535	954	954	
V/C Ratio(X)	0.59		0.40	0.60	0.49	
Avail Cap(c_a), veh/h	270		675	1253	1253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	8.3	4.9	4.5	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.0	0.8	0.6	0.0
Unsig. Movement Delay, s/veh		0.0	0.7	0.0	0.0	0.0
		0.0	0.0	E E	4.0	0.0
LnGrp Delay(d),s/veh	18.1	0.0	8.8	5.5	4.9	0.0
LnGrp LOS	B		A	A	A	
Approach Vol, veh/h	84	Α		784	464	Α
Approach Delay, s/veh	18.1			6.4	4.9	
Approach LOS	В			Α	Α	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		8.6		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+l1), s		14.3		3.5		7.3
Green Ext Time (p_c), s		3.2		0.0		2.4
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			Α			
Notes						

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

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Lane Configurations		•	•	1		-	ţ
Lane Configurations	Movement	WBL	WBR	NBT	NBR	SBL	SBT
Traffic Volume (veh/h) 50 276 445 40 168 48 Future Volume (veh/h) 50 276 445 40 168 48 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0							† †
Future Volume (veh/h) 50 276 445 40 168 48 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					40		480
Initial Q (Qb), veh							480
Ped-Bike Adj(A_pbT) 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 Work Zone On Approach No No Adj Sat Flow, veh/h/ln 1870 1781 1722 1722 1604 170 Adj Flow Rate, veh/h 54 300 484 43 183 52 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 2 8 12 12 20 1 Cap, veh/h 410 348 808 72 377 168 Arrive On Green 0.23 0.23 0.52 0.52 0.52 0.5 Sat Flow, veh/h 1781 1510 1559 138 751 332 Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Volume(v), veh/h 151 0 1559 138 751 332 Grp Sat Flow(s),veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.0 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 1.0 0. Initial Q Delay(d3),s/veh 0.1 19.4 0.0 0.9 1.0 0. Initial Q Delay(d3),s/veh 0.1 19.4 0.0 0.9 1.0 0. Wile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach Vol, veh/h 354 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+I1), s 12.4 Green Ext Time (p_c), s 2.8 1.1 Intersection Summary							0
Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 Work Zone On Approach No No Adj Sat Flow, veh/h/ln 1870 1781 1722 1722 1604 170 Adj Flow Rate, veh/h 54 300 484 43 183 52 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 2 8 12 12 20 1 Cap, veh/h 410 348 808 72 377 168 Arrive On Green 0.23 0.23 0.52 0.52 0.52 0.5 Sat Flow, veh/h 1781 1510 1559 138 751 332 Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Sat Flow(s),veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.0 1.0 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 1.0 0.0 Nille BackOfQ(50%),veh/ln0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d3),s/veh 0.1 19.4 0.0 0.9 10.0 0.0 %ile BackOfQ(50%),veh/ln0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp Delay (dy),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp Delay (dy),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp Delay (dy),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 40 2.7 Max Q Clear Time (g_c+I1), s 12.4 23. Intersection Summary							
Work Zone On Approach No No No No Adj Sat Flow, veh/h/In 1870 1781 1722 1722 1604 170 Adj Flow Rate, veh/h 54 300 484 43 183 52 Peak Hour Factor 0.92 0.	, , , , , , , , , , , , , , , , , , ,			1.00			1.00
Adj Sat Flow, veh/h/In 1870 1781 1722 1722 1604 170 Adj Flow Rate, veh/h 54 300 484 43 183 52 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 Percent Heavy Veh, % 2 8 12 12 20 1 Cap, veh/h 410 348 808 72 377 168 Arrive On Green 0.23 0.23 0.52 0.52 0.52 0.52 Sat Flow, veh/h 1781 1510 1559 138 751 332 Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Sat Flow(s), veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.0 0.0 0.0 0.0 0.0 0.0<							No
Adj Flow Rate, veh/h 54 300 484 43 183 52 Peak Hour Factor 0.92 0.93 0.93 1.62 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 0.52 <			1781		1722	1604	1707
Peak Hour Factor 0.92 1.02 1.02 1.02 1.02 1.02 1.02 1.05 1.05 0.52							522
Percent Heavy Veh, % 2 8 12 12 20 1 Cap, veh/h 410 348 808 72 377 168 Arrive On Green 0.23 0.23 0.52 0.52 0.52 0.5 Sat Flow, veh/h 1781 1510 1559 138 751 332 Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Sat Flow(s),veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.0 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.0 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 1.0 0. Initial Q Delay(d3),s/veh 0.0 1.94 0.0 0.9 1.0 0. %ile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d), s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 6.0 Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+I1), s 12.4 Green Ext Time (p_c), s 2.8 Intersection Summary							0.92
Cap, veh/h 410 348 808 72 377 168 Arrive On Green 0.23 0.23 0.52 1.12 0.02 0.02 0.03 0.03							13
Arrive On Green 0.23 0.23 0.52 0.52 0.52 0.5 Sat Flow, veh/h 1781 1510 1559 138 751 332 Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Sat Flow(s),veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.0 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 1.0 0. Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d), s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach LOS C A Timer - Assigned Phs Phs Duration (G+Y+Rc), s 30.7 Change Period (Y+Rc), s 6.0 Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+I1), s 12.4 Green Ext Time (p_c), s 2.8 Intersection Summary	•						
Sat Flow, veh/h 1781 1510 1559 138 751 332 Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Sat Flow(s), veh/h/In1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4 Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4 Prop In Lane 1.00 1.00 0.08 1.00							
Grp Volume(v), veh/h 54 300 0 527 183 52 Grp Sat Flow(s),veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4 Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4 Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1							
Grp Sat Flow(s), veh/h/ln1781 1510 0 1697 751 162 Q Serve(g_s), s 1.1 9.1 0.0 10.4 21.1 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 <	-						
Q Serve(g_s), s 1.1 9.1 0.0 10.4 10.7 4. Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0							
Cycle Q Clear(g_c), s 1.1 9.1 0.0 10.4 21.1 4. Prop In Lane 1.00 1.00 0.08 1.00 Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 <td< td=""><td> ,</td><td></td><td></td><td></td><td></td><td></td><td></td></td<>	,						
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Lane Grp Cap(c), veh/h 410 348 0 880 377 168 V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.0 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.0 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 1.0 0. Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 30.7 Change Period (Y+Rc), s 6.0 Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+I1), s 12.4 Green Ext Time (p_c), s 2.8 Intersection Summary	, ,			0.0			4.4
V/C Ratio(X) 0.13 0.86 0.00 0.60 0.49 0.3 Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 <t< td=""><td>Prop In Lane</td><td></td><td></td><td></td><td></td><td></td><td></td></t<>	Prop In Lane						
Avail Cap(c_a), veh/h 410 348 0 960 413 183 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h	n 410	348	0	880	377	1681
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.00 1.00 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 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 %ile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6.0 Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+I1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary	V/C Ratio(X)	0.13	0.86	0.00	0.60	0.49	0.31
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.0 1.0 Upstream Filter(I) 1.00 1.00 0.00 1.00 1.00 1.0 1.0 Uniform Delay (d), s/veh 14.6 17.6 0.0 8.0 15.4 6. Incr Delay (d2), s/veh 0.1 19.4 0.0 0.9 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 %ile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B A B Approach Vol, veh/h 354 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6.0 Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+I1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary	Avail Cap(c_a), veh/h	410	348	0	960	413	1834
Uniform Delay (d), s/veh 14.6		1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh 14.6	Upstream Filter(I)		1.00	0.00	1.00	1.00	1.00
Incr Delay (d2), s/veh							6.6
Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 %ile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Approach LOS C A Approach LOS C A Approach Center Company September 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 4 27. Max Q Clear Time (g_c+I1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary							0.1
Wile BackOfQ(50%),veh/lr0.4 4.2 0.0 2.5 1.5 1. Unsig. Movement Delay, s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp Dolay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B A B A B A B A B A B D A A B A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>0.0</td>							0.0
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 30.7 Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+I1), s 12.4 Green Ext Time (p_c), s 2.8 1. Intersection Summary	• ()						1.0
LnGrp Delay(d),s/veh 14.7 37.0 0.0 8.9 16.4 6. LnGrp LOS B D A A B A B A B A B A B A B A B B A B A B A B B D A A B A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B D A A B B	,			0.0	2.0	1.0	1.0
LnGrp LOS B D A A B Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A A Timer - Assigned Phs 2 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+I1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary	•	•		0.0	QΩ	16.4	6.7
Approach Vol, veh/h 354 527 70 Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A A Timer - Assigned Phs 2 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+l1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary							
Approach Delay, s/veh 33.6 8.9 9. Approach LOS C A A Timer - Assigned Phs 2 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+I1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary			υ		А	R	A
Approach LOS C A Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+l1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary							705
Timer - Assigned Phs 2 Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+l1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary							9.2
Phs Duration (G+Y+Rc), s 30.7 30. Change Period (Y+Rc), s 6.0 6. Max Green Setting (Gmax), s 27.0 27. Max Q Clear Time (g_c+l1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary	Approach LOS	С		Α			Α
Change Period (Y+Rc), s 6.0 Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+l1), s 12.4 Green Ext Time (p_c), s 2.8 Intersection Summary	Timer - Assigned Phs		2				6
Change Period (Y+Rc), s 6.0 Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+l1), s 12.4 Green Ext Time (p_c), s 2.8 Intersection Summary		s), s	30.7				30.7
Max Green Setting (Gmax), s 27.0 Max Q Clear Time (g_c+l1), s 12.4 Green Ext Time (p_c), s 2.8 Intersection Summary							6.0
Max Q Clear Time (g_c+l1), s 12.4 23. Green Ext Time (p_c), s 2.8 1. Intersection Summary							
Green Ext Time (p_c), s 2.8 1. Intersection Summary							
Intersection Summary							
	,,	S	2.8				1.0
HCM 6th Ctrl Delay 14.6	Intersection Summary						
	HCM 6th Ctrl Delay			14.6			
HCM 6th LOS B				В			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	ĵ,		
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693	
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	0	0	0	20	20	20	0	12	12	50	14	14	
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61	
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240	
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591	
Grp Sat Flow(s), veh/h/lr	า1542	0	0	1507	0	0	839	0	1710	588	0	1649	
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0	
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0	
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15	
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007	
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59	
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0	
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5	
Initial Q Delay(d3),s/veh	า 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%),vel	n/ln2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5	
LnGrp LOS	С	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h		187			47			464			599		
Approach Delay, s/veh		21.8			19.0			6.6			8.5		
Approach LOS		С			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	S	37.0		13.8		37.0		13.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		31.0		12.0		31.0		12.0					
Max Q Clear Time (g_c		0.0		7.8		0.0		3.4					
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			10.1										
HCM 6th LOS			В										
HOW OUT LOS			D										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		Ť		7	Ť		7	Ť	f)		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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	
• ,	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		
	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/ln		0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
\	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
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	
	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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	
%ile BackOfQ(50%),veh/		0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay,		0.0	0.0	440	42.0	40.0	00.0	0.7	7.0	40.7	0.0	44.5	
. ,	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	A 400	<u> </u>	В	B	В	В	A 404	A	В	A	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		28.2		21.1		28.2		21.1					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c+	l1), s	21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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		
	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38	
	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, %	11	11	11	7	7	7	38	38	38	6	6	6	
Cap, veh/h	148	760	66	126	809	72	228	32	34	195	58	62	
	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	39	1517	131	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/ln		0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	973	0	0	1007	0	0	294	0	0	315	0	0	
\	0.26	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
— ,	1247	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	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	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	4.0	0.0	0.0	10.1	0.0	0.0	40 F	0.0	0.0	
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	A	<u> </u>	A	A	<u> </u>	В	A	<u> </u>	В	A 400	<u> </u>	
Approach Vol, veh/h		257			282			59			100		
Approach Delay, s/veh		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		8.9		21.0		8.9					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+	l1), s	4.8		3.3		4.6		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	(
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7	
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7	
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	1737	1737	1737	1841	1841	1841	1870	1811	1811	1707	1544	1544	
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	80	123	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	
Percent Heavy Veh, %	11	11	11	4	4	4	2	6	6	13	24	24	
Cap, veh/h	99	437	158	268	381	53	526	384	197	302	488	32	
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34	
Sat Flow, veh/h	22	1193	430	412	1040	146	1259	1128	579	901	1434	93	
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	80	0	131	
Grp Sat Flow(s), veh/h/ln		0	0	1597	0	0	1259	0	1707	901	0	1528	
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.6	0.0	8.2	3.4	0.0	2.5	
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.2	0.0	0.0	3.2	0.0	8.2	11.6	0.0	2.5	
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h	694	0	0	702	0	0	526	0	581	302	0	520	
V/C Ratio(X)	0.40	0.00	0.00	0.58	0.00	0.00	0.05	0.00	0.69	0.27	0.00	0.25	
Avail Cap(c_a), veh/h	931	0	0	920	0	0	621	0	709	369	0	635	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	10.6	0.0	0.0	10.9	0.0	11.6	16.6	0.0	9.7	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.1	0.5	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	
%ile BackOfQ(50%),veh		0.0	0.0	2.1	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5	
Unsig. Movement Delay		0.0	0.0	11 1	0.0	0.0	10.0	0.0	12.7	17 1	0.0	10.0	
LnGrp Delay(d),s/veh	10.2	0.0	0.0	11.4	0.0	0.0	10.9	0.0 A	13.7 B	17.1	0.0		
LnGrp LOS	В	A 070	A	В	A 400	A	В		В	В	A 044	Α	
Approach Vol, veh/h		279			406			425			211		
Approach LOS		10.2			11.4 B			13.5			12.7 B		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)		19.9		21.0		19.9		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		17.0		21.0		17.0		21.0					
Max Q Clear Time (g_c-	, .	10.2		7.2		13.6		10.2					
Green Ext Time (p_c), s		1.2		1.2		0.3		1.8					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	*	ħβ			∱ }	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	122	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/h		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Prop In Lane	0.37	0.0	0.50	0.94	0.0	1.00	1.00	7.0	0.26	1.00	1.1	0.08
Lane Grp Cap(c), veh/h		0	0.00	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0.00	0.00	256	0.00	202	165	1094	1100	485	671	696
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.6	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.6
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	1.0	0.0	0.4	0.0	1.0	1.0	0.0	2.4	2.5
Unsig. Movement Delay			3.0	1.0	3.0	J.7	J.L	1.0	1.0	J.L		2.0
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.5	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	A	C	Α	C	D	A	Α	В	В	В
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.3			8.2			14.5	
Approach LOS		C			23.3 C			Α			В	
• •											U	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 30		5.0	* 4.2	* 19		6.5				
Max Q Clear Time (g_c		6.0		3.1	2.3	9.8		4.1				
Green Ext Time (p_c), s	S	6.7		0.0	0.0	3.9		0.1				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4		ሻ	(Î			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	_, _
Stage 2	_	_	_	_	_	_	405	378	_	507	484	_
Critical Hdwy	4.12	_	_	4.17	_	_	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	_	-	_	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	_	_	-	_	_	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	_	2.263	_	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	_	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS	0.0						D			C		
3200												
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SRI n1			
Capacity (veh/h)	IC.	270	1283	LD1	LDIX	1142	1101	WDIX.	292			
HCM Lane V/C Ratio		0.499	0.036	-	-	0.043	-		0.331			
HCM Control Delay (s)		30.9	7.9	-	<u>-</u>	8.3	-	-	23.3			
HCM Lane LOS		50.9 D	7.9 A	-	-	0.5 A	-		23.3 C			
HCM 95th %tile Q(veh))	2.6	0.1	_	-	0.1	_	_	1.4			
HOW JOHN JOHNE W(VEI)		2.0	J. I			0.1			1.7			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	(î		ሻ	f)		ሻ	^	7	ሻ	ħβ		
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
,, –,	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
• • •	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		
	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767	
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93	
	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, %	0	0	0	3	10	10	10	7	7	2	9	9	
Cap, veh/h	601	231	327	530	134	369	340	1280	571	383	1083	177	
	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38	
	1383	711	1007	1266	413	1135	725	3413	1522	706	2888	472	
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332	
Grp Sat Flow(s), veh/h/ln1		0	1719	1266	0	1548	725	1706	1522	706	1678	1682	
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	3.5	7.2	2.0	6.1	6.1	
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	0.8	8.7	3.5	7.2	5.5	6.1	6.1	
	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28	
1 1 7	601	0	559	530	0	503	340	1280	571	383	629	631	
\ /	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.33	0.60	0.12	0.52	0.53	
$\cdot \cdot = \cdot$	601	0	559	530	0	503	340	1280	571	383	629	631	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \ /	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.1	10.9	9.7	9.7	
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	0.1	1.7	0.1	0.8	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/l		0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.8	0.2	1.5	1.5	
Unsig. Movement Delay,		0.0	40.0	45.5	0.0	0.5	40.0	0.4	44.0	44.0	40.5	40.5	
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	9.1	11.8	11.0	10.5	10.5	
LnGrp LOS	Α	A	<u> </u>	В	A	A	В	A 0.1.5	В	В	B	В	
Approach Vol, veh/h		150			355			815			708		
Approach Delay, s/veh		10.0			14.8			10.5			10.6		
Approach LOS		Α			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	21.0		19.0		21.0		19.0					
Change Period (Y+Rc), s	;	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax	x), s	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+l	l1), s	10.7		4.0		8.1		13.3					
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			11.2										
HCM 6th LOS			В										

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Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4	LDIX	*****	4	TTDIX	ሻ	1>	HOIL	ሻ	<u> </u>	ODIT
Traffic Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	Stop -	Stop -	None	Stop -	Stop -	None	-	-	None	-	-	None
Storage Length	_	_	NONE		_	-	100	_	-	100		-
Veh in Median Storage	- e.# -	0	-	_	0	_	100	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	8	2	2	20	2
Mymt Flow	47	15	17	11	11	29	16	278	16	22	183	22
IVIVIIIL FIUW	4/	13	17		11	29	10	210	10	22	103	ZZ
	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	576	564	194	572	567	286	205	0	0	294	0	0
Stage 1	238	238	-	318	318	-	-	-	-	-	-	-
Stage 2	338	326	-	254	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	428	435	847	431	433	753	1366	-	-	1268	-	-
Stage 1	765	708	-	693	654	-	-	-	-	-	-	-
Stage 2	676	648	-	750	701	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	394	422	847	402	420	753	1366	-	-	1268	-	-
Mov Cap-2 Maneuver	394	422	-	402	420	-	-	-	-	-	-	-
Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
Stage 2	631	640	-	706	689	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.6			12.1			0.4			0.8		
HCM LOS	В			В			V. 1			0.0		
Minor Lane/Major Mvm	nt	NBL	NBT	NRD	EBLn1V	VRI n1	SBL	SBT	SBR			
	IL		NDT					301	JOR			
Capacity (veh/h)		1366	-	-	453	556	1268	-	-			
HCM Control Doloy (a)		0.012	-	-	0.175			-	-			
HCM Lang LOS		7.7	-	-	14.6	12.1	7.9	-	-			
HCM Lane LOS	\	A	-	-	В	В	Α	-	-			
HCM 95th %tile Q(veh))	0	-	-	0.6	0.3	0.1	-	-			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		†	7	*	ĵ.		ሻ	f)		*	ĵ.	
Traffic Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
Future Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86
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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737
Adj Flow Rate, veh/h	97	126	0	33	78	214	201	205	65	90	425	93
Peak Hour Factor	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, %	0	16	16	2	7	7	16	10	10	11	11	11
Cap, veh/h	201	361		350	92	253	400	666	211	600	721	158
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1275	404	1030	1381	302
Grp Volume(v), veh/h	97	126	0	33	0	292	201	0	270	90	0	518
Grp Sat Flow(s), veh/h/li		1663	1409	1265	0	1587	785	0	1679	1030	0	1683
Q Serve(g_s), s	1.9	3.0	0.0	1.0	0.0	8.1	10.9	0.0	4.2	2.5	0.0	9.8
Cycle Q Clear(g_c), s	10.0	3.0	0.0	4.0	0.0	8.1	20.7	0.0	4.2	6.7	0.0	9.8
Prop In Lane	1.00	0.0	1.00	1.00	0.0	0.73	1.00	0.0	0.24	1.00	0.0	0.18
Lane Grp Cap(c), veh/h		361	1.00	350	0	345	400	0	877	600	0	879
V/C Ratio(X)	0.48	0.35		0.09	0.00	0.85	0.50	0.00	0.31	0.15	0.00	0.59
Avail Cap(c_a), veh/h	201	361		350	0.00	345	467	0.00	1021	688	0.00	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/vel		15.3	0.0	17.0	0.0	17.3	14.7	0.0	6.3	8.2	0.0	7.6
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.6	1.0	0.0	0.2	0.1	0.0	0.7
Initial Q Delay(d3),s/vel		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%),vel		1.0	0.0	0.0	0.0	3.8	1.6	0.0	0.9	0.4	0.0	2.2
Unsig. Movement Delay			0.0	J.L	3.0	0.0	1.0	0.0	0.0	J.7	3.0	L.L
LnGrp Delay(d),s/veh	24.4	15.8	0.0	17.1	0.0	34.9	15.7	0.0	6.5	8.3	0.0	8.3
LnGrp LOS	C C	В	0.0	В	Α	C	В	Α	Α	Α	Α	Α
Approach Vol, veh/h		223	Α		325			471	- , ,	,,	608	,,
Approach Delay, s/veh		19.6			33.1			10.4			8.3	
Approach LOS		В			C			В			Α	
• •					<u> </u>	_					,,	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc)		30.1		16.0		30.1		16.0				
Change Period (Y+Rc),		6.0		6.0		6.0		6.0				
Max Green Setting (Gm		28.0		10.0		28.0		10.0				
Max Q Clear Time (g_c	,,	22.7		12.0		11.8		10.1				
Green Ext Time (p_c), s	S	1.3		0.0		3.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			15.4									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
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	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	С	Α	Α	В	Α	Α	В	Α	Α	Α	Α	<u>B</u>
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		С			В			Α			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			В									

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Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR		٠	→	•	•	←	•	4	†	/	/	ļ	4	
Traffic Volume (vehhh) 47	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Future Volume (veh/h)	Lane Configurations		4		ň	+	7	ň	+	7	¥	ĥ		
Initial Q (Qb), veh														
Pad-Bike Adj(A_pbT)							65							
Parking Bus, Adj			0			0			0			0		
Work Zone On Approach	,, –,													
Adj Sat Flow, veh/h/In 1811 489 Peak Hour Factor 0.92 0.74 0.47				1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Flow Rate, veh/h 51 225 142 54 162 71 120 318 15 66 517 49 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92														
Peak Hour Factor 0.92 0.93 0.93 0.94 1.75 1.71 0.94 1.74 0.47														
Percent Heavy Veh, % 6 6 6 6 5 10 27 8 9 6 30 12 12 Cap, veh/h 117 280 163 348 514 373 305 825 716 429 723 69 Arrive On Green 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47 0.47 Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/in1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.3 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Cap, veh/h 117 280 163 348 514 373 305 825 716 429 723 69 Arrive On Green 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47 0.47 Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/in1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.3 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.8 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Arrive On Green														
Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), vehrh/lin1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 2.0 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.09 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <td></td>														
Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/In1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.6 2.1 7.0 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoan Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Grp Sat Flow(s),veh/h/ln1633	Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549		
Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00<	Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00	Grp Sat Flow(s), veh/h/ln2	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Prop In Lane			0.0									0.0		
Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	, (O—),		0.0	0.0		3.6	2.1	20.4	5.9			0.0		
V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 <td>•</td> <td></td> <td></td> <td>0.34</td> <td>1.00</td> <td></td> <td>1.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•			0.34	1.00		1.00							
Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0	0	348	514	373		825			0		
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Upstream Filter(I) 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.0	Avail Cap(c_a), veh/h	666	0		413	630	457		883	767	456	0		
Uniform Delay (d), s/veh 16.7			1.00	1.00	1.00	1.00	1.00					1.00		
Incr Delay (d2), s/veh 3.8 0.0 0.0 0.2 0.3 0.2 1.2 0.4 0.0 0.2 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 0.0 0.	Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
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.	Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8						0.0		
%ile BackOfQ(50%),veh/lr4.5 0.0 0.0 0.4 1.3 0.5 1.3 1.9 0.1 0.5 0.0 4.7 Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 64 64 8 8 8 8 8 8 8 8 8 8 7 7 64	Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0		
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS														
LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	%ile BackOfQ(50%),veh/	/ln4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6		s/veh												
Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9		13.5			7.2	11.7		13.7	
Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach Vol, veh/h		418			287			453			632		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+l1), s 22.4 14.1 15.4 5.6	Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach LOS		С			В			В			В		
Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Timer - Assigned Phs		2		4		6		8					
Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Max Q Clear Time (g_c+l1), s 22.4 14.1 15.4 5.6	Change Period (Y+Rc), s	3	6.0		6.0		6.0		6.0					
	Max Green Setting (Gma	ax), s	25.0		18.0		25.0		18.0					
	Max Q Clear Time (g_c+	l1), s	22.4		14.1		15.4		5.6					
		·	1.0		0.6		4.4		8.0					
Intersection Summary	Intersection Summary													
HCM 6th Ctrl Delay 14.8	•			14.8										
HCM 6th LOS B														

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			4			4			4		
Traffic Volume (veh/h) 18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h) 18	248	12	5	240	23	4	2	2	37	5	19	
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 1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h 20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor 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, % 13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h 154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green 0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h 40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h 303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s),veh/h/ln1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s 3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane 0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h 1002	0	0	1001	0	0	211	0	0	301	0	0	
V/C Ratio(X) 0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h 1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh 4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh 0.2	0.0	0.0	0.2	0.0	0.0	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh 4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS A	A	A	A	A	A	В	Α	A	В	A	A	
Approach Vol, veh/h	303			291			8			66		
Approach Delay, s/veh	4.3			4.2			13.0			13.5		
Approach LOS	Α			Α			В			В		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+l1), s	4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s	1.3		0.0		1.4		0.0					
Intersection Summary												
HCM 6th Ctrl Delay		5.3										
HCM 6th LOS		Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	f)		
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
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	1010		No		1=00	No	1000	1=01	No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	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	
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8 32	
Cap, veh/h Arrive On Green	101 0.37	410 0.37	154 0.37	174 0.37	465 0.37	52 0.37	473 0.33	366 0.33	197 0.33	293 0.33	545 0.33	0.33	
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99	
•	297	0	0	337	0	0	28	0	403	64	0	160	
Grp Volume(v), veh/h		0	0	1563	0	0	1129	0	1718	935	0	1764	
Grp Sat Flow(s),veh/h/ln Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7	
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7	
Prop In Lane	0.04	0.0	0.27	0.19	0.0	0.09	1.00	0.0	0.35	1.00	0.0	0.06	
Lane Grp Cap(c), veh/h	665	0	0.27	691	0	0.03	473	0	562	293	0	577	
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28	
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	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	/ln1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		297			337			431			224		
Approach Delay, s/veh		10.2			10.4			14.5			12.2		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	19.1		21.0		19.1		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		16.0		17.0		16.0		17.0					
Max Q Clear Time (g_c+	, .	10.3		8.0		12.9		8.4					
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1		ሻ	- ↑			4			4	02.1
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	<u> </u>	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor I	Major1		1	Major2			Minor1		N	Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	_	-	-	-	_	-	469	469	_	364	364	_
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	_	_	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS	0.1						D			C		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SRI n1			
Capacity (veh/h)	IC I	286	1380	<u> </u>		1163	WDI	VVDIC -				
HCM Lane V/C Ratio		0.422				0.074	-		0.194			
HCM Control Delay (s)		26.5	7.7	-	-	8.3	-	-				
HCM Lane LOS		20.5 D	Α.	-	-	6.5 A	<u> </u>	-	20.9 C			
HCM 95th %tile Q(veh)	١	2	0.1		<u>-</u>	0.2	-	-	0.7			
HOW JOHN JOHN Q (VEI)			J. I			0.2			0.1			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	ħβ			ħβ	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	583	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, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1081	50
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3212	149
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	299	311
Grp Sat Flow(s), veh/h/li		0	0	1825	0	1522	1810	1706	1775	872	1650	1710
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Prop In Lane	0.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.0	0.09
Lane Grp Cap(c), veh/h		0	0.50	84	0	70	1.00	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.54	0.54
Avail Cap(c_a), veh/h	152	0.00	0.00	164	0.00	137	162	1076	1119	500	641	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.4	0.4	0.1	1.2	1.1
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	0.0	0.0	0.4	0.0	0.7	0.8	0.0	2.0	2.0
Unsig. Movement Delay			0.0	0.2	0.0	U. T	0.2	0.1	0.0	0.2	2.0	2.0
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.1	13.1
LnGrp LOS	00.5 C	Α	Α	C	Α	20.5 C	70.3 D	Α	Α	В	В	В
Approach Vol, veh/h		36			58		<u> </u>	441		<u> </u>	651	<u> </u>
Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		C			24.3 C			Α.			В	
• •											U	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c		5.2		2.9	2.2	8.6		3.0				
Green Ext Time (p_c), s	3	5.6		0.0	0.0	3.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			В									
Notes												

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

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	*	7	^	7	ሻ	^
Traffic Volume (veh/h)	231	5	419	364	39	519
Future Volume (veh/h)	231	5	419	364	39	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1870	1796	1796	1870	1767
Adj Flow Rate, veh/h	251	5	455	396	42	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	2	7	7	2	9
Cap, veh/h	323	307	1529	682	450	1504
Arrive On Green	0.19	0.19	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1668	1585	3503	1522	648	3445
Grp Volume(v), veh/h	251	5	455	396	42	564
Grp Sat Flow(s), veh/h/ln	1668	1585	1706	1522	648	1678
Q Serve(g_s), s	4.8	0.1	2.8	6.5	1.5	3.7
Cycle Q Clear(g_c), s	4.8	0.1	2.8	6.5	4.3	3.7
Prop In Lane	1.00	1.00	2.0	1.00	1.00	5.1
Lane Grp Cap(c), veh/h	323	307	1529	682	450	1504
V/C Ratio(X)	0.78	0.02	0.30	0.58	0.09	0.38
Avail Cap(c_a), veh/h	648	615	1529	682	450	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	10.9	5.9	6.9	7.3	6.1
Incr Delay (d2), s/veh	4.0	0.0	0.1	1.2	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.2
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	1.2	0.0	0.6
Unsig. Movement Delay, s/veh		0.0	0.0	1.2	0.1	0.0
LnGrp Delay(d),s/veh	16.8	10.9	6.0	8.1	7.4	6.3
LnGrp LOS	В	В	Α	Α	7. 4 A	0.5 A
Approach Vol, veh/h	256	D	851			606
• •	16.7		7.0			6.4
Approach LOS	16.7 B					
Approach LOS	В		А			Α
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		12.5		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+l1), s		8.5		6.8		6.3
Green Ext Time (p_c), s		2.4		0.4		2.5
Intersection Summary						
HCM 6th Ctrl Delay			8.2			
HCM 6th LOS						
LICINI OILI FOS			Α			

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Movement EBL	EBR	R NBL	NBT	SBT	SBR
Lane Configurations	7		^	↑ ↑	
Traffic Volume (veh/h) 86	79		697	710	85
Future Volume (veh/h) 86	79		697	710	85
Initial Q (Qb), veh 0	0		0	0	0
Ped-Bike Adj(A_pbT) 1.00	1.00		J	V	1.00
Parking Bus, Adj 1.00	1.00		1.00	1.00	1.00
Work Zone On Approach No	1.00	1.00	No	No	1.00
Adj Sat Flow, veh/h/ln 1811	1767	7 1781	1796	1752	1752
Adj Flow Rate, veh/h 93	86		758	772	92
Peak Hour Factor 0.92	0.92		0.92	0.92	0.92
Percent Heavy Veh, % 6	9		7	10	10
Cap, veh/h 219	190		1655	1453	173
	0.13		0.49	0.49	0.49
Sat Flow, veh/h 1725	1497		3503	3083	357
Grp Volume(v), veh/h 93	86		758	429	435
Grp Sat Flow(s), veh/h/ln1725	1497		1706	1664	1688
Q Serve(g_s), s 1.5	1.6		4.5	5.5	5.5
Cycle Q Clear(g_c), s 1.5	1.6	6 7.3	4.5	5.5	5.5
Prop In Lane 1.00	1.00	0 1.00			0.21
Lane Grp Cap(c), veh/h 219	190	0 419	1655	807	819
V/C Ratio(X) 0.42	0.45		0.46	0.53	0.53
Avail Cap(c_a), veh/h 390	339		2318	1130	1146
HCM Platoon Ratio 1.00	1.00		1.00	1.00	1.00
Upstream Filter(I) 1.00	1.00		1.00	1.00	1.00
Uniform Delay (d), s/veh 12.5	12.5		5.3	5.5	5.5
Incr Delay (d2), s/veh 1.3	12.5		0.2	0.5	0.5
	0.0			0.0	0.0
Initial Q Delay(d3),s/veh 0.0			0.0		
%ile BackOfQ(50%),veh/lr0.5	0.5	5 0.1	0.5	0.6	0.6
Unsig. Movement Delay, s/vel				0.4	0.4
LnGrp Delay(d),s/veh 13.8	14.2		5.5	6.1	6.1
LnGrp LOS B	В	3 A	<u> </u>	A	A
Approach Vol, veh/h 179			804	864	
Approach Delay, s/veh 14.0			5.6	6.1	
Approach LOS B			Α	Α	
	0	2			^
Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	21.0		9.9		21.0
Change Period (Y+Rc), s	6.0		6.0		6.0
Max Green Setting (Gmax), s	21.0		7.0		21.0
Max Q Clear Time (g_c+I1), s	9.3	3	3.6		7.5
Green Ext Time (p_c), s	4.0	0	0.1		4.2
Intersection Summary					
HCM 6th Ctrl Delay		6.6			
HCM 6th LOS		Α			
HOW OUT LOS		А			

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Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	f)		ሻ	î,	
Traffic Vol, veh/h	20	19	5	10	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	5	10	14	30	15	249	16	30	199	30
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	e,# -	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	9	2	2	9	2
Mvmt Flow	22	21	5	11	15	33	16	271	17	33	216	33
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	635	619	233	624	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-		_	-	-	-	-
Stage 2	336	320	_	312	315	_	_	_	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_	_	4.12	_	_
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	_	_	-	_	_
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	_	_	_	_	_	_	_
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2 218	_	_	2.218	_	_
Pot Cap-1 Maneuver	391	404	806	398	400	759	1317	_	_	1274	_	_
Stage 1	710	666	-	699	658	-	-	_	_	-	_	_
Stage 2	678	652	_	699	656	_	_	_	_	_	_	_
Platoon blocked, %	0.0	002		000	000			_	_		_	_
Mov Cap-1 Maneuver	353	389	806	369	385	759	1317	_	_	1274	_	_
Mov Cap-2 Maneuver	353	389	-	369	385	-	-	_	_	-	-	-
Stage 1	701	649	-	691	650	_	-	-	-	-	_	_
Stage 2	626	644	-	655	639	-	_	_	_	_	-	-
- 13.g v -	3_4	J.,		300	300							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.4			12.7			0.4			0.9		
HCM LOS	C			12.7 B			J.7			0.0		
	<u> </u>											
Minor Lane/Major Mvm	nt	NBL	NBT	NRP	EBLn1V	WRI n1	SBL	SBT	SBR			
Capacity (veh/h)	ı.	1317	NDI	- INDIX	394	524	1274	- 100	UDIN			
HCM Lane V/C Ratio		0.012	-		0.121			-	-			
HCM Control Delay (s)		7.8		-	15.4	12.7	7.9	-	-			
HCM Lane LOS		7.0 A	-	-	15.4 C	12.7 B	7.9 A	-				
HCM 95th %tile Q(veh	١	0	-		0.4	0.4	0.1	-	-			
HOW JOHN JOHN QUEN		U	_		0.4	0.4	0.1					

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ř	•	7	ň	f)		Ť	f)		*	f)	
Traffic Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Future Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
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 Approac	:h	No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	54	109	191	137	347	43	87	377	59
Peak Hour Factor	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, %	5	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	276	370		460	146	256	378	646	80	419	625	98
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1054	1411	1196	1300	557	975	839	1528	189	907	1479	231
Grp Volume(v), veh/h	84	96	0	54	0	300	137	0	390	87	0	436
Grp Sat Flow(s), veh/h/li		1411	1196	1300	0	1532	839	0	1718	907	0	1710
Q Serve(g_s), s	3.0	2.1	0.0	1.3	0.0	6.9	5.8	0.0	6.5	3.0	0.0	7.5
(O /)	9.9	2.1	0.0	3.4	0.0	6.9	13.3	0.0	6.5	9.5	0.0	7.5
Cycle Q Clear(g_c), s		2.1			0.0			0.0			0.0	
Prop In Lane	1.00	270	1.00	1.00	٥	0.64	1.00	0	0.11	1.00	0	0.14
Lane Grp Cap(c), veh/h		370		460	0	402	378	0	727	419	0	723
V/C Ratio(X)	0.30	0.26		0.12	0.00	0.75	0.36	0.00	0.54	0.21	0.00	0.60
Avail Cap(c_a), veh/h	276	370		460	0	402	419	0	811	463	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/vel		11.1	0.0	12.5	0.0	12.9	13.7	0.0	8.2	11.8	0.0	8.5
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.0	7.5	0.6	0.0	0.6	0.2	0.0	1.0
Initial Q Delay(d3),s/vel		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%),vel		0.5	0.0	0.3	0.0	2.3	0.9	0.0	1.5	0.5	0.0	1.8
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	18.0	11.5	0.0	12.6	0.0	20.4	14.2	0.0	8.8	12.0	0.0	9.6
LnGrp LOS	В	В		В	Α	С	В	Α	Α	В	Α	Α
Approach Vol, veh/h		180	Α		354			527			523	
Approach Delay, s/veh		14.6			19.2			10.2			10.0	
Approach LOS		В			В			В			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc)) s	22.1		16.0		22.1		16.0				
Change Period (Y+Rc),		6.0		6.0		6.0		6.0				
Max Green Setting (Gm		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c	, .	15.3		11.9		11.5		8.9				
Max Q Clear Time (g_c Green Ext Time (p_c), s		0.8		0.0		1.7						
0 - /-)	υ.δ		0.0		1.7		0.2				
Intersection Summary			40.0									
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
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	1618	1618	1618	1604	1604	1604	1900	1707	1707	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	19	19	19	20	20	20	0	13	13	50	14	14
Cap, veh/h	265	30	58	149	147	67	432	933	37	400	806	137
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	797	173	335	281	847	387	839	1630	65	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1305	0	0	1515	0	0	839	0	1696	588	0	1649
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	7.1	0.4	0.0	11.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.2	0.0	0.0	12.2	0.0	7.1	7.5	0.0	11.3
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	432	0	970	400	0	944
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.05	0.00	0.45	0.02	0.00	0.63
Avail Cap(c_a), veh/h	429	0	0	445	0	0	432	0	970	400	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.6	0.0	0.0	10.8	0.0	5.8	8.0	0.0	6.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.1	0.0	3.1
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	1.9	0.0	0.0	0.4	0.0	0.0	0.2	0.0	2.2	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.8	0.0	0.0	11.0	0.0	7.4	8.1	0.0	9.9
LnGrp LOS	В	Α	Α	В	A	Α	В	A	A	Α	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		19.9			16.8			7.6			9.8	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.2		33.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		11.0		27.0		11.0				
Max Q Clear Time (g_c+l1), s		0.0		8.5		0.0		3.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	†	7		1	7	ሻ	ĵ.		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
Peak Hour Factor	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/lr	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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%),vel	n/ln4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	Α	Α	В	В	В	В	Α	Α	В	Α	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	28.2		21.1		28.2		21.1					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c-		21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	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, %	13	13	13	7	7	7	38	38	38	6	6	6	
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62	
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/lr	า1658	0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0	
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	ո 4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Initial Q Delay(d3),s/veh	า 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%),vel	n/lr0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		257			282			59			100		
Approach Delay, s/veh		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	١ ٩	21.0		8.9		21.0		8.9					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.8		3.3		4.7		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
		1.2		0.0		1.1		0.1					
Intersection Summary			0.0										
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f.		ሻ	f)		
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7	
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	71	113	7	
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	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1737	1737	1737	1752	1752	1752	1841	1841	1841	1707	1544	1544	
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	77	123	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	
Percent Heavy Veh, %	11	11	11	10	10	10	4	4	4	13	24	24	
Cap, veh/h	100	441	159	262	366	51	515	384	197	301	481	31	
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34	
Sat Flow, veh/h	22	1193	430	391	990	138	1239	1146	588	901	1434	93	
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	77	0	131	
Grp Sat Flow(s), veh/h/ln	1645	0	0	1519	0	0	1239	0	1735	901	0	1528	
Q Serve(g_s), s	0.0	0.0	0.0	3.6	0.0	0.0	0.7	0.0	8.0	3.3	0.0	2.5	
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.7	0.0	0.0	3.2	0.0	8.0	11.3	0.0	2.5	
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h	700	0	0	679	0	0	515	0	581	301	0	512	
V/C Ratio(X)	0.40	0.00	0.00	0.60	0.00	0.00	0.05	0.00	0.68	0.26	0.00	0.26	
Avail Cap(c_a), veh/h	939	0	0	887	0	0	619	0	726	376	0	639	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	n 9.7	0.0	0.0	10.7	0.0	0.0	11.0	0.0	11.6	16.5	0.0	9.8	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	1.9	0.4	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	n/ln1.3	0.0	0.0	2.0	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	10.1	0.0	0.0	11.5	0.0	0.0	11.0	0.0	13.6	17.0	0.0	10.1	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		279			406			425			208		
Approach Delay, s/veh		10.1			11.5			13.4			12.6		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	S	19.6		21.0		19.6		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		17.0		21.0		17.0		21.0					
Max Q Clear Time (g_c+		10.0		7.2		13.3		10.7					
Green Ext Time (p_c), s		1.3		1.2		0.3		1.8					
" - "		1.0		1.2		0.0		1.0					
Intersection Summary			40.0										
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	f)		*	1>			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor I	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			С		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBI n1			
Capacity (veh/h)		270	1283	-		1142	-	-	292			
HCM Lane V/C Ratio				<u> </u>		0.043			0.331			
HCM Control Delay (s)		30.9	7.9	_	_	8.3	_	_				
HCM Lane LOS		D	Α.5	<u>-</u>	_	Α	_	_	23.3 C			
HCM 95th %tile Q(veh)		2.6	0.1	_	_	0.1	_	_	1.4			
. Town ooth folio a(von)		2.0	J. 1			0.1			17			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			ની	7	ሻ	ħβ		ሻ	∱ }	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac	:h	No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/lr		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37	0.0	0.50	0.94	0.0	1.00	1.00	7.0	0.26	1.00	1.1	0.08
Lane Grp Cap(c), veh/h		0	0.00	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0.00	0.00	232	0.00	183	165	1117	1123	496	692	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veł		0.00	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.0	0.0	1.0	0.0	0.4	0.0	1.0	1.0	0.0	2.4	2.5
Unsig. Movement Delay			0.0	1.0	0.0	0.7	U.Z	1.0	1.0	V.Z	۷.٦	2.0
Unsig. Movement Delay LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	34.3 C	Α	Α	20.0 C	Α	22.5 C	41.2 D	7.4 A	7.5 A	11.2 B	14.7 B	14.7 B
Approach Vol, veh/h		40			121		U	507		U	715	U
Approach Vol, ven/n Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		34.3 C			25.4 C						14.5 B	
hppiuauri LUS					U			А			D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)	, s	29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),	-	* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 30		5.0	* 4.2	* 19		5.9				
Max Q Clear Time (g_c	, ,	6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s		6.7		0.0	0.0	4.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement	WBL	WBR	NBT	NBR	SBL	SBT	
Lane Configurations	ሻ	7	^	7	ሻ	^	
Traffic Volume (veh/h)	296	30	416	359	43	609	
Future Volume (veh/h)	296	30	416	359	43	609	
Initial Q (Qb), veh	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No		No			No	
Adj Sat Flow, veh/h/ln	1826	1870	1796	1796	1870	1752	
Adj Flow Rate, veh/h	322	33	452	390	47	662	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	5	2	7	7	2	10	
Cap, veh/h	411	374	1448	646	424	1412	
Arrive On Green	0.24	0.24	0.42	0.42	0.42	0.42	
Sat Flow, veh/h	1739	1585	3503	1522	653	3416	
Grp Volume(v), veh/h	322	33	452	390	47	662	
Grp Sat Flow(s), veh/h/ln	1739	1585	1706	1522	653	1664	
Q Serve(g_s), s	6.1	0.6	3.1	7.0	1.8	5.1	
Cycle Q Clear(g_c), s	6.1	0.6	3.1	7.0	4.9	5.1	
Prop In Lane	1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	411	374	1448	646	424	1412	
V/C Ratio(X)	0.78	0.09	0.31	0.60	0.11	0.47	
Avail Cap(c_a), veh/h	640	583	1448	646	424	1412	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	12.7	10.5	6.8	7.9	8.4	7.3	
Incr Delay (d2), s/veh	3.4	0.1	0.1	1.6	0.1	0.2	
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/ln	1.8	0.1	0.6	1.5	0.2	0.9	
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	16.1	10.6	6.9	9.5	8.5	7.6	
LnGrp LOS	В	В	A	A	A	A	
Approach Vol, veh/h	355		842	, <u>, , </u>		709	
Approach Delay, s/veh	15.6		8.1			7.6	
Approach LOS	В		Α			Α.	
	U		Α			Α	
Timer - Assigned Phs		2		4			8
Phs Duration (G+Y+Rc), s		14.3		21.0			21.0
Change Period (Y+Rc), s		6.0		6.0			6.0
Max Green Setting (Gmax), s		13.0		15.0			15.0
Max Q Clear Time (g_c+l1), s		8.1		9.0			7.1
Green Ext Time (p_c), s		0.5		2.2			2.8
Intersection Summary							
HCM 6th Ctrl Delay			9.3				
HCM 6th LOS			Α				

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7	ች	^	†	
Traffic Volume (veh/h)	75	63	51	700	823	107
Future Volume (veh/h)	75	63	51	700	823	107
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	U	U	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		1.00	1.00	No	No	1.00
		1011	1750			1767
Adj Sat Flow, veh/h/ln	1900	1811	1752	1796	1767	1767
Adj Flow Rate, veh/h	82	68	55	761	895	116
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	6	10	7	9	9
Cap, veh/h	211	179	379	1698	1487	193
Arrive On Green	0.12	0.12	0.50	0.50	0.50	0.50
Sat Flow, veh/h	1810	1535	522	3503	3076	387
Grp Volume(v), veh/h	82	68	55	761	503	508
Grp Sat Flow(s), veh/h/li		1535	522	1706	1678	1697
Q Serve(g_s), s	1.3	1.3	2.6	4.5	6.7	6.7
	1.3	1.3	9.3	4.5	6.7	6.7
Cycle Q Clear(g_c), s				4.5	0.7	
Prop In Lane	1.00	1.00	1.00	1000		0.23
Lane Grp Cap(c), veh/h		179	379	1698	835	844
V/C Ratio(X)	0.39	0.38	0.15	0.45	0.60	0.60
Avail Cap(c_a), veh/h	291	247	505	2522	1240	1254
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		12.7	8.9	5.1	5.6	5.6
Incr Delay (d2), s/veh	1.2	1.3	0.2	0.2	0.7	0.7
Initial Q Delay(d3),s/ver		0.0	0.2	0.2	0.0	0.0
%ile BackOfQ(50%),vel		0.4	0.2	0.4	0.7	0.7
Unsig. Movement Delay			0.4	- ^	0.0	
LnGrp Delay(d),s/veh	13.9	14.0	9.1	5.2	6.3	6.3
LnGrp LOS	В	В	Α	Α	Α	Α
Approach Vol, veh/h	150			816	1011	
Approach Delay, s/veh	13.9			5.5	6.3	
Approach LOS	В			A	A	
					,,	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc)	, s	21.5		9.6		21.5
Change Period (Y+Rc),		6.0		6.0		6.0
Max Green Setting (Gm		23.0		5.0		23.0
Max Q Clear Time (g_c	, ,	11.3		3.3		8.7
Green Ext Time (p_c), s		4.2		0.1		5.2
oreen Lat Time (p_c), s		4.2		0.1		J.Z
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			
I TOWN OUT LOO			\wedge			

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Int Delay, s/veh	Intersection												
Traffic Vol, veh/h		3											
Lane Configurations	Movement	FRI	FRT	FRR	WRI	WRT	WRR	NRI	NRT	NRR	SRI	SRT	SBR
Traffic Vol, veh/h		LDL		LDIN	WDL		WDIX			NUN			ODIN
Future Vol, veh/h 43 43 44 13 10 10 27 10 256 20 20 168 20 Conflicting Peds, #hr 0 0 0 0 0 0 0 0 0 0 0 0 0		43		13	10		27			20			20
Conflicting Peds, #hr	· ·												
Sign Control Stop Stop	·												
RT Channelized - - None - No Company Company None - None - None - None - No Company None - No No Company None - None None - None None None None Anded None None <													
Storage Length			•										
Veh in Median Storage, # - 0		_	-	-	-	-		100	-		100	_	-
Grade, % - 0 - 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 0 - 0 0 0 - 0		,# -	0	-	-	0	-		0	-	-	0	-
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2			0	-	-	0	-	-	0	-	-	0	-
Mymt Flow 47 15 14 11 11 29 11 278 22 22 183 22 Major/Minor Minor2 Minor1 Major1 Major2 Conflicting Flow All 569 560 194 564 560 289 205 0 0 300 0 0 Stage 1 238 238 - 311 311 - </td <td>Peak Hour Factor</td> <td>92</td>	Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Major/Minor Minor2 Minor1 Major1 Major2 Major2	Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Conflicting Flow All 569 560 194 564 560 289 205 0 0 300 0 0 Stage 1 238 238 - 311 311 Stage 2 331 322 - 253 249	Mvmt Flow	47	15	14	11	11	29	11	278	22	22	183	22
Conflicting Flow All 569 560 194 564 560 289 205 0 0 300 0 0 Stage 1 238 238 - 311 311 Stage 2 331 322 - 253 249 Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 - 4.12 - - Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 - - - Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 - - - Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 - - - - - Critical Hdwy Stg 3 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - - - - Follow-up Hdwy 3 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - - - - - - Follow-up Hdwy 432 4.018 3.318 3.518 4.018 3.318 2.218 - - - - - - - - -													
Conflicting Flow All 569 560 194 564 560 289 205 0 0 300 0 0 Stage 1 238 238 - 311 311 Stage 2 331 322 - 253 249 Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 4.12 Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 3 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 4 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 5 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 6 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 7 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 8 4.018 3.318 3.518 4.018 3.318 2.218 2.218 Critical Hdwy Stg 9 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 Critical Hdwy Stg 1 6.12 6.22 6.22 6.128 6.22 6.128 6.22 6.128 6.128 6.22 6.22 6.128 6.128 6.22 6.22 6.128 6.128 6.22 6.	Major/Minor	Minor2			Minor1			Major1			Major2		
Stage 1 238 238 - 311 311		569	560			560			0			0	0
Stage 2 331 322 - 253 249					311	311			-	-		-	-
Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 - <t< td=""><td>Stage 2</td><td>331</td><td>322</td><td>-</td><td>253</td><td>249</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></t<>	Stage 2	331	322	-	253	249	-	-	-	-	-	-	-
Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 - <t< td=""><td></td><td>7.12</td><td>6.52</td><td>6.22</td><td>7.12</td><td>6.52</td><td>6.22</td><td>4.12</td><td>-</td><td>-</td><td>4.12</td><td>-</td><td>-</td></t<>		7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Follow-up Hdwy 3.518 4.018 3.318 3.518 4.018 3.318 2.218 2.218 2.218 Stage 1 765 708 - 699 658	Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Stage 1 765 708 - 699 658 -									-	-		-	-
Stage 2 682 651 - 751 701 - - - - - - - - -	Pot Cap-1 Maneuver			847			750	1366	-	-	1261	-	-
Platoon blocked, %				-			-	-	-	-	-	-	-
Mov Cap-1 Maneuver 400 426 847 409 426 750 1366 - - 1261 - - Mov Cap-2 Maneuver 400 426 - 409 426 -		682	651	-	751	701	-	-	-	-	-	-	-
Mov Cap-2 Maneuver 400 426 - 409 426 - </td <td>· · · · · · · · · · · · · · · · · · ·</td> <td></td> <td></td> <td>A 1=</td> <td></td> <td>100</td> <td></td> <td>1000</td> <td>_</td> <td>-</td> <td>1001</td> <td>-</td> <td>-</td>	· · · · · · · · · · · · · · · · · · ·			A 1=		100		1000	_	-	1001	-	-
Stage 1 759 696 - 693 653 -							750	1366	-	-	1261		-
Stage 2 639 646 - 710 689 -							-	-	-	-	-		-
Approach EB WB NB SB HCM Control Delay, s 14.6 12.1 0.3 0.8 HCM LOS B B B B Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 450 560 1261 - - HCM Lane V/C Ratio 0.008 - - 0.169 0.091 0.017 - - HCM Control Delay (s) 7.7 - 14.6 12.1 7.9 - - HCM Lane LOS A - B B A - -				-			-	-	-	-	-	-	-
HCM Control Delay, s 14.6 12.1 0.3 0.8 HCM LOS B B B Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 450 560 1261 - - HCM Lane V/C Ratio 0.008 - - 0.169 0.091 0.017 - - HCM Control Delay (s) 7.7 - 14.6 12.1 7.9 - - HCM Lane LOS A - B B A - -	Stage 2	039	040	-	710	690	-	-	-	-	-	-	-
HCM Control Delay, s 14.6 12.1 0.3 0.8													
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 450 560 1261 - - HCM Lane V/C Ratio 0.008 - - 0.169 0.091 0.017 - - HCM Control Delay (s) 7.7 - - 14.6 12.1 7.9 - - HCM Lane LOS A - B B A - -													
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 450 560 1261 - - HCM Lane V/C Ratio 0.008 - - 0.169 0.091 0.017 - - HCM Control Delay (s) 7.7 - - 14.6 12.1 7.9 - - HCM Lane LOS A - - B B A - -								0.3			0.8		
Capacity (veh/h) 1366 450 560 1261 HCM Lane V/C Ratio 0.008 0.169 0.091 0.017 HCM Control Delay (s) 7.7 14.6 12.1 7.9 HCM Lane LOS A - B B A	HCM LOS	В			В								
Capacity (veh/h) 1366 450 560 1261 HCM Lane V/C Ratio 0.008 0.169 0.091 0.017 HCM Control Delay (s) 7.7 14.6 12.1 7.9 HCM Lane LOS A - B B A													
HCM Lane V/C Ratio 0.008 - - 0.169 0.091 0.017 - - HCM Control Delay (s) 7.7 - - 14.6 12.1 7.9 - - HCM Lane LOS A - B B A - -	Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
HCM Control Delay (s) 7.7 14.6 12.1 7.9 HCM Lane LOS A B B A	Capacity (veh/h)		1366	-					-	-			
HCM Lane LOS A B B A	HCM Lane V/C Ratio			-	-			0.017	-	-			
			7.7	-	-	14.6	12.1		-	-			
				-	-				-	-			
HCM 95th %tile Q(veh) 0 0.6 0.3 0.1	HCM 95th %tile Q(veh)		0	-	-	0.6	0.3	0.1	-	-			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	ሻ		†	7
Traffic Volume (veh/h)	89	396	257	386	474	86
Future Volume (veh/h)	89	396	257	386	474	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1752	1737	1841
Adj Flow Rate, veh/h	97	0	279	420	515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0.02	16	16	10	11	4
Cap, veh/h	150		536	1070	1061	
Arrive On Green	0.08	0.00	0.61	0.61	0.61	0.00
Sat Flow, veh/h	1810	1409	787	1752	1737	1560
Grp Volume(v), veh/h	97	1400	279	420	515	1500
Grp Sat Flow(s),veh/h/ln	1810	1409	787	1752	1737	1560
Q Serve(g_s), s	2.0	0.0	11.9	4.8	6.4	0.0
Cycle Q Clear(g_c), s	2.0	0.0	18.3	4.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	150		536	1070	1061	
V/C Ratio(X)	0.64		0.52	0.39	0.49	
Avail Cap(c_a), veh/h	231		717	1474	1461	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	9.3	3.9	4.2	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.6	0.7	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	0.0	10.1	4.1	4.6	0.0
LnGrp LOS	C		В	Α	A	
Approach Vol, veh/h	97	А		699	515	А
Approach Delay, s/veh	22.0	7.		6.5	4.6	Α.
Approach LOS	C C			Α	Α.	
•	U					
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		9.3		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		5.0		33.0
Max Q Clear Time (g_c+I1), s		20.3		4.0		8.4
Green Ext Time (p_c), s		3.6		0.0		3.2
Intersection Summary						
			0.0			
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			Α			
Notes						

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	ĥ		
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693	
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91	
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14	
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62	
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210	
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716	
Grp Sat Flow(s), veh/h/ln		0	0	1794	0	0	718	0	1698	222	0	1655	
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4	
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4	
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13	
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027	
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70	
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7	
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9	
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	
%ile BackOfQ(50%),veh		0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7	
LnGrp LOS	С	Α	Α	В	A	Α	В	Α	Α	Α	Α	В	
Approach Vol, veh/h		167			33			429			731		
Approach Delay, s/veh		23.1			19.5			6.6			10.6		
Approach LOS		С			В			Α			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	39.0		14.2		39.0		14.2					
Change Period (Y+Rc),	s	6.0		6.0		6.0		6.0					
Max Green Setting (Gma	ax), s	33.0		10.0		33.0		10.0					
Max Q Clear Time (g_c+	⊦l1), s	0.0		8.5		0.0		2.8					
Green Ext Time (p_c), s	•	0.0		0.1		0.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			11.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	ĵ.		ሻ	(
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
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		
	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9	
	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, %	19	19	19	13	13	13	12	5	5	12	8	8	
Cap, veh/h	101	409	154	174	464	52	475	367	198	290	547	33	
	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33	
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	904	1664	99	
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160	
Grp Sat Flow(s), veh/h/ln1	1530	0	0	1563	0	0	1129	0	1718	904	0	1764	
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.7	0.0	2.7	
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	11.0	0.0	2.7	
	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06	
1 1 7	663	0	0	689	0	0	475	0	565	290	0	580	
\ /	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.71	0.22	0.00	0.28	
Avail Cap(c_a), veh/h	738	0	0	763	0	0	552	0	683	353	0	701	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \ /	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.2	0.0	11.8	16.6	0.0	10.0	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	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/		0.0	0.0	1.6	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7	
Unsig. Movement Delay,		0.0	0.0	40.4	0.0	0.0	44.0	0.0	44.0	47.0	0.0	40.0	
1 7 7	10.3	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.6	17.0	0.0	10.2	
LnGrp LOS	В	A	A	В	A	A	В	A 404	В	В	A	В	
Approach Vol, veh/h		297			337			431			224		
Approach Delay, s/veh		10.3			10.4			14.4			12.2		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		19.2		21.0		19.2		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		16.0		17.0		16.0		17.0					
Max Q Clear Time (g_c+	l1), s	10.3		8.0		13.0		8.4					
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Ť	f.		ሻ	ĵ,		ሻ	ħβ		ሻ	ħβ		
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
,, –,	.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
• •	00.1	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		
	811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752	
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76	
).92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10	
	587	193	307	468	419	131	394	688	560	324	1112	172	
).31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39	
,	347	629	1002	1170	1366	427	806	1787	1454	708	2888	448	
Grp Volume(v), veh/h	39	0	140	235	0	21	46	397	360	42	280	284	
Grp Sat Flow(s), veh/h/ln13		0	1631	1170	0	1793	806	1706	1534	708	1664	1671	
(O—)·	8.0	0.0	2.5	7.4	0.0	0.3	1.7	7.3	7.3	2.0	4.9	4.9	
	1.1	0.0	2.5	10.0	0.0	0.3	6.6	7.3	7.3	9.3	4.9	4.9	
•	.00		0.61	1.00		0.24	1.00		0.95	1.00		0.27	
1 1 7	587	0	500	468	0	550	394	657	591	324	641	644	
\ /	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.60	0.61	0.13	0.44	0.44	
$\cdot \cdot = \cdot$	623	0	544	499	0	599	394	657	591	324	641	644	
	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1	00.1	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
3 ():	9.9	0.0	10.2	14.0	0.0	9.5	11.3	9.6	9.6	13.4	8.9	8.9	
3 (),	0.0	0.0	0.3	0.8	0.0	0.0	0.1	1.6	1.8	0.2	0.5	0.5	
, , , , , , , , , , , , , , , , , , ,	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/lr		0.0	0.7	1.3	0.0	0.1	0.2	1.9	1.7	0.2	1.1	1.1	
Unsig. Movement Delay, s													
1 7 1 //	9.9	0.0	10.5	14.8	0.0	9.5	11.5	11.2	11.4	13.5	9.3	9.3	
LnGrp LOS	Α	Α	В	В	Α	Α	В	В	В	В	Α	A	
Approach Vol, veh/h		179			256			803			606		
Approach Delay, s/veh		10.4			14.4			11.3			9.6		
Approach LOS		В			В			В			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s	3	21.0		18.0		21.0		18.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax	(), s	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+l1	1), s	9.3		4.5		11.3		12.0					
Green Ext Time (p_c), s		2.3		0.5		1.2		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			11.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	<u></u>	7	ሻ	<u></u>	7	ሻ	f)		
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
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		
	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722	
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12	
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69	
	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47	
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147	
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Grp Sat Flow(s), veh/h/ln1	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4	
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4	
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09	
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791	
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7	
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	In4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7	
LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach Vol, veh/h		418			287			453			632		
Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Approach LOS		С			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		25.0		18.0		25.0		18.0					
Max Q Clear Time (g_c+l	, .	22.4		14.1		15.4		5.6					
Green Ext Time (p_c), s	, , •	1.0		0.6		4.4		0.8					
Intersection Summary													
HCM 6th Ctrl Delay			14.8										
HCM 6th LOS			14.0 B										
I IOW OUI LOS			Ь										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	ħβ			ħβ	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	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, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s), veh/h/li		0	0	1825	0	1522	1810	1706	1775	872	1650	1711
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.7	0.09
Lane Grp Cap(c), veh/h		0	0.00	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	С	A	A	С	A	С	D	A	A	В	В	В
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			Α			В	
		2		4		6		8				
Timer - Assigned Phs					5							
Phs Duration (G+Y+Rc)		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s	5	5.4		0.0	0.0	2.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		4			4			4			4		
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
uture Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
nitial 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	
Vork Zone On Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor	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, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s),veh/h/li		0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
ane Grp Cap(c), veh/h		0	0	1001	0	0	211	0	0	301	0	0	
//C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	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	
Jpstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Jniform Delay (d), s/vel		0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
ncr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	
nitial 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	
%ile BackOfQ(50%),vel		0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Jnsig. Movement Delay			0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0	
nGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
nGrp LOS	A	A	A	A	A	A	В	A	A	В	A	A	
Approach Vol, veh/h		303			291			8			66		
Approach Delay, s/veh		4.3			4.2			13.0			13.5		
Approach LOS		4.5 A			Α.Δ			13.0 B			13.3 B		
Approach LOS								ט			D		
imer - Assigned Phs		2		4		6		8					
hs Duration (G+Y+Rc)		21.0		7.8		21.0		7.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm	nax), s	20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s	6	1.3		0.0		1.4		0.0					
ntersection Summary													
ICM 6th Ctrl Delay			5.3										
HCM 6th LOS			Α										

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	7	1→		ች	^
Traffic Volume (veh/h)	30	269	374	60	199	671
Future Volume (veh/h)	30	269	374	60	199	671
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac			No			No
Adj Sat Flow, veh/h/ln	1870	1781	1707	1707	1841	1707
Adj Flow Rate, veh/h	33	292	407	65	216	729
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	13	13	4	13
Cap, veh/h	407	345	732	117	443	1653
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1510	1437	229	907	3329
Grp Volume(v), veh/h	33	292	0	472	216	729
Grp Sat Flow(s), veh/h/lr		1510	0	1666	907	1622
Q Serve(g_s), s	0.7	8.5	0.0	8.9	9.8	6.5
Cycle Q Clear(g_c), s	0.7	8.5	0.0	8.9	18.7	6.5
Prop In Lane	1.00	1.00	0.0	0.14	1.00	0.5
Lane Grp Cap(c), veh/h		345	0	849	443	1653
V/C Ratio(X)	0.08	0.85	0.00	0.56	0.49	0.44
` '	466	395	0.00	945	496	1840
Avail Cap(c_a), veh/h HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		16.9	0.0	7.7	14.1	7.1
Incr Delay (d2), s/veh	0.1	14.0	0.0	0.6	0.8	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		3.4	0.0	2.0	1.6	1.4
Unsig. Movement Delay			0.0	0.0	44.0	7.0
LnGrp Delay(d),s/veh	14.0	30.9	0.0	8.3	14.9	7.3
LnGrp LOS	B	С	A	A	В	A
Approach Vol, veh/h	325		472			945
Approach Delay, s/veh	29.2		8.3			9.0
Approach LOS	С		Α			Α
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc)) s	29.3				29.3
Change Period (Y+Rc),		6.0				6.0
Max Green Setting (Gm		26.0				26.0
Max Q Clear Time (g_c-		10.9				20.7
Green Ext Time (p_c), s		2.5				2.7
(, =):	,	2.0				2.1
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			В			

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Intersection												
Int Delay, s/veh	2.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	- ↑		*	1	
Traffic Vol, veh/h	20	19	5	9	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	5	9	14	30	15	249	16	30	199	30
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	e, # -	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	8	2	2	8	2
Mvmt Flow	22	21	5	10	15	33	16	271	17	33	216	33
Major/Minor	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	635	619	233	624	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	312	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	398	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	699	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	353	389	806	369	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	369	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	655	639	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	15.4			12.6			0.4			0.9		
HCM LOS	С			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1317	-	-	394	529	1274	-	-			
HCM Lane V/C Ratio		0.012	-	-	0.121			-	-			
HCM Control Delay (s)		7.8	-	-	15.4	12.6	7.9	-	-			
HCM Lane LOS		A	-	-	С	В	A	-	-			
HCM 95th %tile Q(veh))	0	-	-	0.4	0.4	0.1	-	-			

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	ĵ.		*	ĵ.			4			4	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor 1	Major1		<u> </u>	Major2			Minor1		N	Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			С		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		286	1380			1163	-	-	280			
HCM Lane V/C Ratio		0.422		_		0.074	_		0.194			
HCM Control Delay (s)		26.5	7.7	_	_	8.3	_	_				
HCM Lane LOS		D	A	_	_	Α	_	_	C			
HCM 95th %tile Q(veh)		2	0.1	-	-	0.2	_	-	0.7			
		_				V.E			-			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7	ሻ		†	7
Traffic Volume (veh/h)	44	126	112	300	244	31
Future Volume (veh/h)	44	126	112	300	244	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1411	1648	1752	1752	1707
Adj Flow Rate, veh/h	84	0	213	571	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	17	10	10	13
Cap, veh/h	143	00	535	954	954	10
Arrive On Green	0.08	0.00	0.54	0.54	0.54	0.00
Sat Flow, veh/h	1739	1196	818	1752	1752	1447
Grp Volume(v), veh/h	84	0	213	571	464	0
Grp Sat Flow(s),veh/h/ln	1739	1196	818	1752	1752	1447
Q Serve(g_s), s	1.5	0.0	7.0	7.1	5.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	12.3	7.1	5.3	0.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	143		535	954	954	
V/C Ratio(X)	0.59		0.40	0.60	0.49	
Avail Cap(c_a), veh/h	270		675	1253	1253	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	8.3	4.9	4.5	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	8.8	5.5	4.9	0.0
LnGrp LOS	В		A	A	A	3.5
Approach Vol, veh/h	84	А	7,	784	464	А
Approach Delay, s/veh	18.1	7.		6.4	4.9	71
Approach LOS	В			Α	4.5 A	
•	U				Λ	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		8.6		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+l1), s		14.3		3.5		7.3
Green Ext Time (p_c), s		3.2		0.0		2.4
· · ·						
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			Α			
Notes						

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

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			4		<u>ነ</u>	₽		<u>ነ</u>	Þ		
Traffic Volume (veh/h) 114	14	44	14	18	11	21	390	16	7	465	79	
Future Volume (veh/h) 114	14	44	14	18	11	21	390	16	7	465	79	
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 1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693	
Adj Flow Rate, veh/h 124	15	48	15	20	12	23	424	17	8	505	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, % 0	0	0	20	20	20	0	12	12	50	14	14	
Cap, veh/h 267	26	60	135	130	59	472	1004	40	421	861	147	
Arrive On Green 0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61	
Sat Flow, veh/h 978	168	396	272	850	385	839	1644	66	588	1409	240	
Grp Volume(v), veh/h 187	0	0	47	0	0	23	0	441	8	0	591	
Grp Sat Flow(s),veh/h/ln1542	0	0	1507	0	0	839	0	1710	588	0	1649	
Q Serve(g_s), s 4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0	
Cycle Q Clear(g_c), s 5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0	
Prop In Lane 0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15	
Lane Grp Cap(c), veh/h 354	0	0	324	0	0	472	0	1045	421	0	1007	
V/C Ratio(X) 0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59	
Avail Cap(c_a), veh/h 477	0	0	438	0	0	472	0	1045	421	0	1007	
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh 20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0	
Incr Delay (d2), s/veh 1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3	
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh 21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5	
LnGrp LOS C	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h	187			47			464			599		
Approach Delay, s/veh	21.8			19.0			6.6			8.5		
Approach LOS	С			В			Α			Α		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	37.0		13.8		37.0		13.8					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	31.0		12.0		31.0		12.0					
Max Q Clear Time (g_c+l1), s	0.0		7.8		0.0		3.4					
Green Ext Time (p_c), s	0.0		0.2		0.0		0.0					
Intersection Summary												
HCM 6th Ctrl Delay												
I TOW Our Our Dolay		10.1										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	ĵ.		ሻ	ĵ.		
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7	
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	74	113	7	
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 Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1737	1737	1737	1841	1841	1841	1870	1811	1811	1707	1544	1544	
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	80	123	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	
Percent Heavy Veh, %	11	11	11	4	4	4	2	6	6	13	24	24	
Cap, veh/h	99	437	158	268	381	53	526	384	197	302	488	32	
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34	
Sat Flow, veh/h	22	1193	430	412	1040	146	1259	1128	579	901	1434	93	
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	80	0	131	
Grp Sat Flow(s), veh/h/lr	11645	0	0	1597	0	0	1259	0	1707	901	0	1528	
Q Serve(g_s), s	0.0	0.0	0.0	2.9	0.0	0.0	0.6	0.0	8.2	3.4	0.0	2.5	
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.2	0.0	0.0	3.2	0.0	8.2	11.6	0.0	2.5	
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h	694	0	0	702	0	0	526	0	581	302	0	520	
V/C Ratio(X)	0.40	0.00	0.00	0.58	0.00	0.00	0.05	0.00	0.69	0.27	0.00	0.25	
Avail Cap(c_a), veh/h	931	0	0	920	0	0	621	0	709	369	0	635	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	า 9.9	0.0	0.0	10.6	0.0	0.0	10.9	0.0	11.6	16.6	0.0	9.7	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.1	0.5	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	n/ln1.3	0.0	0.0	2.1	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	10.2	0.0	0.0	11.4	0.0	0.0	10.9	0.0	13.7	17.1	0.0	10.0	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	Α	
Approach Vol, veh/h		279			406			425			211		
Approach Delay, s/veh		10.2			11.4			13.5			12.7		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	19.9		21.0		19.9		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		17.0		21.0		17.0		21.0					
Max Q Clear Time (g_c-		10.2		7.2		13.6		10.2					
Green Ext Time (p_c), s		1.2		1.2		0.3		1.8					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	7	ĥ		*	f)		*	ħβ		7	ħβ		
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
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 Approacl		No			No			No			No		
	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767	
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93	
Peak Hour Factor	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, %	0	0	0	3	10	10	10	7	7	2	9	9	
Cap, veh/h	601	231	327	530	134	369	340	670	545	309	1083	177	
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38	
Sat Flow, veh/h	1383	711	1007	1266	413	1135	725	1788	1453	706	2888	472	
Grp Volume(v), veh/h	34	0	116	310	0	45	55	399	361	47	329	332	
Grp Sat Flow(s), veh/h/ln	1383	0	1719	1266	0	1548	725	1706	1535	706	1678	1682	
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	7.6	7.7	2.3	6.1	6.1	
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	8.0	8.7	7.6	7.7	10.0	6.1	6.1	
Prop In Lane	1.00		0.59	1.00		0.73	1.00		0.95	1.00		0.28	
Lane Grp Cap(c), veh/h	601	0	559	530	0	503	340	640	576	309	629	631	
V/C Ratio(X)	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.62	0.63	0.15	0.52	0.53	
Avail Cap(c_a), veh/h	601	0	559	530	0	503	340	640	576	309	629	631	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		0.0	9.8	13.9	0.0	9.4	13.1	10.2	10.2	14.3	9.7	9.7	
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	1.9	2.2	0.2	0.8	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	
%ile BackOfQ(50%),veh		0.0	0.6	1.9	0.0	0.2	0.3	2.1	1.9	0.3	1.5	1.5	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	12.1	12.4	14.5	10.5	10.5	
LnGrp LOS	Α	Α	A	В	Α	Α	В	В	В	В	В	В	
Approach Vol, veh/h		150			355			815			708		
Approach Delay, s/veh		10.0			14.8			12.3			10.8		
Approach LOS		Α			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	21.0		19.0		21.0		19.0					
Change Period (Y+Rc),	S	6.0		6.0		6.0		6.0					
Max Green Setting (Gma	ax), s	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+	⊦l1), s	10.7		4.0		12.0		13.3					
Green Ext Time (p_c), s		1.9		0.4		1.2		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		Ť		7	Ť		7	Ť	f)		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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	
• ,	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		
	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/ln		0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
\	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
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	
	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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	
%ile BackOfQ(50%),veh/		0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay,		0.0	0.0	440	42.0	40.0	00.0	0.7	7.0	40.7	0.0	44.5	
. ,	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	A 400	<u> </u>	В	B	В	В	A 404	A	В	A	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		28.2		21.1		28.2		21.1					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c+	l1), s	21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			स	7	ች	ħβ		ች	ħβ		
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26	
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	•	1.00	1.00	*	1.00	1.00	-	1.00	1.00	•	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac		No			No	1100		No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752	
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28	
Peak Hour Factor	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, %	0.52	0.52	0.52	0.52	0.52	14	0.52	7	7	14	10	10	
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46	
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33	
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141	
	40	0				36	12		250	40		344	
Grp Volume(v), veh/h			0	85	0			245			331		
Grp Sat Flow(s),veh/h/l		0	0	1815	0	1434	1810	1706	1716	816	1664	1726	
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7	
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7	
Prop In Lane	0.37	•	0.50	0.94	•	1.00	1.00	007	0.26	1.00	-11	0.08	
Lane Grp Cap(c), veh/h		0	0	129	0	102	22	827	832	421	541	561	
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61	
Avail Cap(c_a), veh/h	149	0	0	232	0	183	157	1154	1160	517	736	763	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/ve		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1	
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5	
Initial Q Delay(d3),s/vel		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%),ve	h/lr0.6	0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7	
LnGrp LOS	С	Α	Α	С	Α	С	D	Α	Α	В	В	В	
Approach Vol, veh/h		40			121			507			715		
Approach Delay, s/veh		34.3			25.4			8.2			14.5		
Approach LOS		С			С			Α			В		
Timer - Assigned Phs		2		4	5	6		8					
Phs Duration (G+Y+Rc	١. ٥	29.2		7.6	7.4	21.8		9.4					
,	, .	* 6.8			* 6.8	* 6.8		6.1					
Change Period (Y+Rc),		* 31		6.0	* 4								
Max Green Setting (Gm				4.0		* 20		5.9					
Max Q Clear Time (g_c		6.0		3.1	2.3	9.7		4.1					
Green Ext Time (p_c), s	S	6.8		0.0	0.0	4.5		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			13.7										
HCM 6th LOS			В										
Notes													

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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		
	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38	
	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, %	11	11	11	7	7	7	38	38	38	6	6	6	
Cap, veh/h	148	760	66	126	809	72	228	32	34	195	58	62	
	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	39	1517	131	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/ln		0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	973	0	0	1007	0	0	294	0	0	315	0	0	
\	0.26	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
— ,	1247	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	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	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	4.0	0.0	0.0	10.1	0.0	0.0	40 F	0.0	0.0	
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	A	<u> </u>	A	A	<u> </u>	В	A	<u> </u>	В	A 400	<u> </u>	
Approach Vol, veh/h		257			282			59			100		
Approach Delay, s/veh		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		8.9		21.0		8.9					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+	l1), s	4.8		3.3		4.6		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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•	•	•	1	/	/	↓
Movement WBI	. WBR	WBL	NBT	NBR	SBL	SBT
			1		ሻ	^
			445	40	168	480
,		,	445	40	168	480
		,	0	0	0	0
, ,				1.00	1.00	
			1.00	1.00	1.00	1.00
Work Zone On Approach No		,	No			No
			1722	1722	1604	1707
			484	43	183	522
			0.92	0.92	0.92	0.92
			12	12	20	13
		383	820	73	390	1708
			0.53	0.53	0.53	0.53
			1559	138	751	3329
1 7,			0	527	183	522
Grp Sat Flow(s), veh/h/ln178		•	0	1697	751	1622
(0-):			0.0	9.9	10.3	4.2
(0- /-			0.0	9.9	20.2	4.2
Prop In Lane 1.00		1.00		0.08	1.00	
Lane Grp Cap(c), veh/h 383	325	c), veh/h 383	0	893	390	1708
V/C Ratio(X) 0.14	0.92	0.14	0.00	0.59	0.47	0.31
Avail Cap(c_a), veh/h 383	325	, veh/h 383	0	1023	448	1955
$1 \times 2 \%$		•	1.00	1.00	1.00	1.00
			0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh 14.7			0.0	7.6	14.5	6.2
			0.0	0.7	0.9	0.2
• ()			0.0	0.0	0.9	0.0
			0.0	2.3	1.4	0.0
%ile BackOfQ(50%),veh/lr0.4		•	0.0	2.3	1.4	0.9
Unsig. Movement Delay, s/ve		•	0.0	0.0	45.4	C 2
3 ()		•	0.0	8.2	15.4	6.3
		В	<u>A</u>	<u> </u>	<u>B</u>	<u>A</u>
- I I			527			705
Approach Delay, s/veh 43.6	;	y, s/veh 43.6	8.2			8.7
Approach LOS [)	D	Α			Α
Timor Assigned Dha	0	od Dho				6
Timer - Assigned Phs	2 20.5					6
Phs Duration (G+Y+Rc), s	30.5	,,				30.5
Change Period (Y+Rc), s	6.0					6.0
Max Green Setting (Gmax),		O ().				28.0
Max Q Clear Time (g_c+l1),						22.2
Green Ext Time (p_c), s	2.9	e (p_c), s				2.3
Intersection Summary		ımmary				
HCM 6th Ctrl Delay			16.3			
HCM 6th LOS		July	В			
I IOW OUI LOS			D			

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Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDI	WDL	₩	WDI	NDL Š	1\D1	וטוז	SBL Š	3B1 }	ומט
Traffic Vol. veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
· · · · · · · · · · · · · · · · · · ·	43	0	0	0	0	0	0	250	0	0	0	0
Conflicting Peds, #/hr												
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	100	-	None	100	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	9,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	- 02	- 02	0	- 02	- 02	0	- 02	- 02	92	- 02
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92		92
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Mvmt Flow	47	15	17	11	11	29	16	278	16	22	183	22
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	576	564	194	572	567	286	205	0	0	294	0	0
Stage 1	238	238	-	318	318	-		-	_		-	-
Stage 2	338	326	_	254	249	_	_	_	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_	_	4.12	_	_
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	_	_	-	_	_
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	_	-	-	_	_	_	_
Follow-up Hdwy	3.518	4.018	3.318		4.018	3.318	2.218	_	_	2.218	_	_
Pot Cap-1 Maneuver	428	435	847	431	433	753	1366	_	_	1268	_	_
Stage 1	765	708	-	693	654		-	_	_	-	_	<u>-</u>
Stage 2	676	648	_	750	701	_	_	_	_	_	_	_
Platoon blocked, %	010	0-10		100	701			_	_		_	_
Mov Cap-1 Maneuver	394	422	847	402	420	753	1366	_	_	1268	_	_
Mov Cap-1 Maneuver	394	422	-	402	420	- 00		_	_	-	_	_
Stage 1	756	696	_	685	646	_	_	_	_	_	_	_
Stage 2	631	640	_	706	689	_	_	_	_	_	_	_
Jugo 2	301	J-10		, 00	303							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.6			12.1			0.4			0.8		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1366	_	_	453	556	1268	_	_			
HCM Lane V/C Ratio		0.012	_	_	0.175			_	_			
HCM Control Delay (s)		7.7	-	_	14.6	12.1	7.9	_	_			
HCM Lane LOS		Α	_	_	В	12.1 B	7.5 A	_	_			
HCM 95th %tile Q(veh)	0	_		0.6	0.3	0.1					
HOW JOHN JOHN Q VEH	1	U			0.0	0.5	0.1					

CDM Smith

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	f)		*	1>			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor I	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			С		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBI n1			
Capacity (veh/h)		270	1283	-		1142	-	-	292			
HCM Lane V/C Ratio				<u> </u>		0.043			0.331			
HCM Control Delay (s)		30.9	7.9	_	_	8.3	_	_				
HCM Lane LOS		D	Α.5	<u>-</u>	_	Α	_	_	23.3 C			
HCM 95th %tile Q(veh)		2.6	0.1	_	_	0.1	_	_	1.4			
. Town ooth folio a(von)		2.0	J. 1			0.1			17			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1010	No	1010	1000	No	1000	4000	No	4707	440	No	4000
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69	0	0.13	0.24	0	0.30	1.00	0	0.03	1.00	0	0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	1.00	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00 0.00	1.00	1.00	1.00 0.00	1.00 1.00	1.00	1.00 1.00	1.00 1.00	1.00	1.00
Upstream Filter(I)	1.00 21.7	0.00	0.00	19.4	0.00	0.00	12.6	0.00	5.0	6.9	0.00	1.00 6.7
Uniform Delay (d), s/veh Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.8	0.0	0.0	4.8
Unsig. Movement Delay, s/veh		0.0	0.0	0.5	0.0	0.0	0.4	0.0	1.0	0.1	0.0	4.0
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	23.1 C	Α	Α	19.5 B	Α	Α	13.2 B	Α	Α	7. 4	Α	В
Approach Vol, veh/h		167		U	33		<u> </u>	429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		23.1 C			19.5 B			Α.			В	
1.1					D			А			ט	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			В									

Synchro 10 Report CDM Smith Synchro 10 Report Page 1

ane Configurations ariaffic Volume (verhith) 11 189 74 59 224 28 26 241 130 59 139 8 interfection (Qb), verh		۶	→	•	•	←	•	•	†	<i>></i>	>	ţ	✓	
rireffic Volume (vehrh)	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
riarfilor Volume (vehrh)	Lane Configurations		4			44			ĵ.			ĵ.		
nitial Q (Qb), veh	Traffic Volume (veh/h)	11		74	59		28			130			8	
red-Bike Adj(A pbT)	Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Parking Bus, Adj	Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Nork Zone On Ápproach No No No No No No No N	Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
dig Sat Flow, veh/hiln 1618 1618 1618 1707 1707 1707 1702 1826 1781 1781 1781 dif Flow Rate, veh/h 12 205 80 64 243 30 28 262 141 64 151 9 Percent Heavy Veh, % 19 19 19 13 13 13 12 5 5 8 8 Jap, veh/h 101 410 154 174 465 52 473 366 197 293 545 32 Jap, veh/h 101 410 154 174 465 52 473 366 197 293 545 32 Jap, veh/h 21 1096 412 180 1243 139 1129 1117 601 935 1664 99 Japo Ventme(v), veh/h 297 0 0 337 0 0 28 0 403 64 0	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	
Agi Flow Rate, vehith 12 205 80 64 243 30 28 262 141 64 151 9	Work Zone On Approach	h	No			No			No			No		
Veral Factor 0.92	Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781	
Percent Heavy Veh, % 19 19 19 13 13 13 13 12 5 5 8 8 8 8 2 2 2 2 4 6 8 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 3 2 3	Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9	
Cap, veh/h 101 410 154 174 465 52 473 366 197 293 545 32 chrive On Green 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.33 0.33	Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Arrive On Green 0.37 0.37 0.37 0.37 0.37 0.37 0.37 0.33 0.33	Percent Heavy Veh, %	19	19	19	13	13		12	5	5	8	8		
Sat Flow, veh/h	Cap, veh/h	101	410	154	174	465	52		366	197	293		32	
Strp Volume(v), veh/h 297 0 0 337 0 0 28 0 403 64 0 160	Arrive On Green													
Sarp Sat Flow(s), veh/h/ln1530	Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99	
Serp Sat Flow(s), veh/h/ln1530	Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160	
Reserve(g_s), s		1530	0	0	1563	0	0	1129	0	1718	935	0	1764	
Trop In Lane 0.04 0.27 0.19 0.09 1.00 0.35 1.00 0.06 ane Grp Cap(c), veh/h 665 0 0 691 0 0 473 0 562 293 0 577 V/C Ratio(X) 0.45 0.00 0.00 0.00 0.00 0.00 0.00 0.72 0.22 0.00 0.28 vail Cap(c_a), veh/h 740 0 0 765 0 0 554 0 685 359 0 703 ICM Platoon Ratio 1.00	Q Serve(g_s), s		0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7	
arie Grp Cap(c), veh/h 665 0 0 691 0 0 473 0 562 293 0 577 //C Ratio(X) 0.45 0.00 0.00 0.49 0.00 0.00 0.06 0.00 0.72 0.22 0.00 0.28 wail Cap(c_a), veh/h 740 0 0 765 0 0 554 0 685 359 0 703 dCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7	
//C Ratio(X)	Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06	
//C Ratio(X)	Lane Grp Cap(c), veh/h	665	0	0	691	0	0	473	0	562	293	0	577	
## ACM Platoon Ratio	V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28	
## Specifical Content of the Circle of Services of Ser	Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703	
Aniform Delay (d), s/veh 9.7 0.0 0.0 9.8 0.0 0.0 11.3 0.0 11.9 16.6 0.0 10.0 ncr Delay (d2), s/veh 0.5 0.0 0.0 0.5 0.0 0.0 0.1 0.0 2.8 0.4 0.0 0.3 nitial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 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	
nor Delay (d2), s/veh	Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
nitial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.	Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0	
66le BackOfQ(50%),veh/lnfl.3 0.0 0.0 1.5 0.0 0.0 0.1 0.0 2.3 0.4 0.0 0.7 Unsign Movement Delay, s/veh unsign Delay(d),s/veh 10.2 0.0 0.0 10.4 0.0 0.0 11.3 0.0 14.7 17.0 0.0 10.2 unsign LOS B A A B A A B A B B B B B B B B A B <	Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	0.0	0.3	
Unsig. Movement Delay, s/veh UnGrp Delay(d),s/veh 10.2 0.0 0.0 10.4 0.0 0.0 11.3 0.0 14.7 17.0 0.0 10.2 UnGrp LOS B A A B A B B A B B A B Unproach Vol, veh/h 297 337 431 224 Unproach Delay, s/veh 10.2 10.4 14.5 12.2 Unproach LOS B B B B B B Under - Assigned Phs 2 4 6 8 Under - Assigned Phs 2 4 6 8 Under - Assigned Phs 2 10.0 19.1 21.0 Under - Assigned Phs 3 10.0 19.1 21.0 Under - Assigned Phs 4 10.2 Under - Assigned Phs 4 10	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	
InGrp Delay(d),s/veh 10.2 0.0 0.0 10.4 0.0 0.0 11.3 0.0 14.7 17.0 0.0 10.2 InGrp LOS B A A B B B A B	%ile BackOfQ(50%),veh	/ln1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7	
Approach Vol, veh/h 297 337 431 224 Approach Delay, s/veh 10.2 10.4 14.5 12.2 Approach LOS B B B B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+l1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary HCM 6th Ctrl Delay 12.0	Unsig. Movement Delay	, s/veh												
Approach Vol, veh/h 297 337 431 224 Approach Delay, s/veh 10.2 10.4 14.5 12.2 Approach LOS B B B B B Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary HCM 6th Ctrl Delay 12.0	LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2	
Approach Delay, s/veh 10.2 10.4 14.5 12.2 Approach LOS B B B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary HCM 6th Ctrl Delay 12.0	LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach LOS B B B B B Fimer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary ICM 6th Ctrl Delay 12.0	Approach Vol, veh/h		297			337			431			224		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary 1CM 6th Ctrl Delay 12.0	Approach Delay, s/veh		10.2			10.4			14.5			12.2		
Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary HCM 6th Ctrl Delay 12.0	Approach LOS		В			В			В			В		
Phs Duration (G+Y+Rc), s 19.1 21.0 19.1 21.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary ICM 6th Ctrl Delay 12.0	Timer - Assigned Phs		2		4		6		8					
Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+l1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary ICM 6th Ctrl Delay 12.0		, S	19.1		21.0		19.1		21.0					
Max Green Setting (Gmax), s 16.0 17.0 16.0 17.0 Max Q Clear Time (g_c+l1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary HCM 6th Ctrl Delay 12.0														
Max Q Clear Time (g_c+I1), s 10.3 8.0 12.9 8.4 Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary HCM 6th Ctrl Delay 12.0	· ,													
Green Ext Time (p_c), s 1.1 1.0 0.3 1.2 Intersection Summary ICM 6th Ctrl Delay 12.0														
ICM 6th Ctrl Delay 12.0	Green Ext Time (p_c), s													
ICM 6th Ctrl Delay 12.0	Intersection Summary													
	HCM 6th Ctrl Delay			12.0										
	HCM 6th LOS			В										

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations 7	f)		*	(Ť	^	7	۲	ħβ		
Traffic Volume (veh/h) 36	50	79	216	15	5	42	383	314	39	449	70	
Future Volume (veh/h) 36	50	79	216	15	5	42	383	314	39	449	70	
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln 1811	1870	1870	1870	1870	1870	1781	1796	1870	1870	1752	1752	
Adj Flow Rate, veh/h 39	54	86	235	16	5	46	416	341	42	488	76	
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 6	2	2	2	2	2	8	7	2	2	10	10	
Cap, veh/h 574	192	305	477	403	126	403	1336	621	405	1131	175	
Arrive On Green 0.30	0.30	0.30	0.30	0.30	0.30	0.39	0.39	0.39	0.39	0.39	0.39	
Sat Flow, veh/h 1347	650	1035	1249	1366	427	806	3413	1585	708	2888	448	
Grp Volume(v), veh/h 39	0	140	235	0	21	46	416	341	42	280	284	
Grp Sat Flow(s),veh/h/ln1347	0	1684	1249	0	1793	806	1706	1585	708	1664	1671	
Q Serve(g_s), s 0.8	0.0	2.4	6.8	0.0	0.3	1.7	3.2	6.4	1.7	4.7	4.8	
Cycle Q Clear(g_c), s 1.1	0.0	2.4	9.3	0.0	0.3	6.5	3.2	6.4	4.9	4.7	4.8	
Prop In Lane 1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27	
Lane Grp Cap(c), veh/h 574	0	497	477	0	530	403	1336	621	405	652	654	
V/C Ratio(X) 0.07	0.00	0.28	0.49	0.00	0.04	0.11	0.31	0.55	0.10	0.43	0.43	
Avail Cap(c_a), veh/h 634	0	571	532	0	609	403	1336	621	405	652	654	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 10.0	0.0	10.4	13.9	0.0	9.6	10.9	8.1	9.0	9.8	8.5	8.5	
Incr Delay (d2), s/veh 0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.0	0.1	0.4	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/lr0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.7	1.4	0.2	1.1	1.1	
Unsig. Movement Delay, s/veh		40.7	447	0.0	0.7	44.0	0.0	40.4	0.0	0.0	0.0	
LnGrp Delay(d),s/veh 10.1	0.0	10.7	14.7	0.0	9.7	11.0	8.2	10.1	9.9	9.0	9.0	
LnGrp LOS B	A	В	В	A	Α	В	Α	В	A	Α	A	
Approach Vol, veh/h	179			256			803			606		
Approach Delay, s/veh	10.6			14.3			9.2			9.1		
Approach LOS	В			В			Α			Α		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		17.3		21.0		17.3					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+I1), s	8.5		4.4		6.9		11.3					
Green Ext Time (p_c), s	2.2		0.5		2.2		0.1					
Intersection Summary												
HCM 6th Ctrl Delay		10.0										
HCM 6th LOS		Α										

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Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR		٠	→	•	•	←	•	4	†	/	/	ļ	4	
Traffic Volume (vehhh) 47	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Future Volume (veh/h)	Lane Configurations		4		ň	+	7	ň	+	7	¥	ĥ		
Initial Q (Qb), veh														
Pad-Bike Adj(A_pbT)							65							
Parking Bus, Adj			0			0			0			0		
Work Zone On Approach	,, –,													
Adj Sat Flow, veh/h/In 1811 1816 517 49 Peak Hour Factor 0.92 0.29 0.29 0.29 0.29 0.29 0.29 0.27 0.47 <				1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Flow Rate, veh/h 51 225 142 54 162 71 120 318 15 66 517 49 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92														
Peak Hour Factor 0.92 0.93 0.93 0.93 0.93 0.93 0.93 0.74 0.47														
Percent Heavy Veh, % 6 6 6 6 5 10 27 8 9 6 30 12 12 Cap, veh/h 117 280 163 348 514 373 305 825 716 429 723 69 Arrive On Green 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47 0.47 Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/in1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.3 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Cap, veh/h 117 280 163 348 514 373 305 825 716 429 723 69 Arrive On Green 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47 0.47 Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/in1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.3 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.8 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Arrive On Green														
Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), vehrh/lin1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 2.0 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.09 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <td></td>														
Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/In1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.6 2.1 7.0 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoan Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Grp Sat Flow(s),veh/h/ln1633	Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549		
Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00<	Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00	Grp Sat Flow(s), veh/h/ln2	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Prop In Lane			0.0									0.0		
Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	, (O—),		0.0	0.0		3.6	2.1	20.4	5.9			0.0		
V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 <td>•</td> <td></td> <td></td> <td>0.34</td> <td>1.00</td> <td></td> <td>1.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•			0.34	1.00		1.00							
Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0	0	348	514	373		825			0		
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Upstream Filter(I) 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.0	Avail Cap(c_a), veh/h	666	0		413	630	457		883	767	456	0		
Uniform Delay (d), s/veh 16.7			1.00	1.00	1.00	1.00	1.00					1.00		
Incr Delay (d2), s/veh 3.8 0.0 0.0 0.2 0.3 0.2 1.2 0.4 0.0 0.2 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 0.0 0.	Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
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.	Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8						0.0		
%ile BackOfQ(50%),veh/lr4.5 0.0 0.0 0.4 1.3 0.5 1.3 1.9 0.1 0.5 0.0 4.7 Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 64 64 64 8 8 8 8 64 64 8 8 7 7 64	Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0		
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS														
LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	%ile BackOfQ(50%),veh/	/ln4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6		s/veh												
Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9		13.5			7.2	11.7		13.7	
Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach Vol, veh/h		418			287			453			632		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach LOS		С			В			В			В		
Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Timer - Assigned Phs		2		4		6		8					
Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Max Q Clear Time (g_c+l1), s 22.4 14.1 15.4 5.6	Change Period (Y+Rc), s	3	6.0		6.0		6.0		6.0					
	Max Green Setting (Gma	ax), s	25.0		18.0		25.0		18.0					
	Max Q Clear Time (g_c+	l1), s	22.4		14.1		15.4		5.6					
		·	1.0		0.6		4.4		8.0					
Intersection Summary	Intersection Summary													
HCM 6th Ctrl Delay 14.8	•			14.8										
HCM 6th LOS B														

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	۶	→	•	•	←	•	•	†	<i>></i>	\	↓	✓
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	ሻ	ħβ			∱ }	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	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 Approac	h	No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	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, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s), veh/h/li		0	0	1825	0	1522	1810	1706	1775	872	1650	1711
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.7	0.09
Lane Grp Cap(c), veh/h		0	0.00	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	152	0.00	0.00	164	0.00	137	162	1076	1119	500	641	664
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.4	0.4	0.1	1.2	1.2
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	2.0	2.1
Unsig. Movement Delay			0.0	0.2	0.0	U. T	0.2	0.1	0.0	0.2	2.0	۷.۱
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.2	13.2
LnGrp LOS	00.9 C	Α	Α	ZZ.Z	Α	20.5 C	40.9 D	Α	Α	В	13.2 B	13.2 B
Approach Vol, veh/h		36			58		<u> </u>	441		<u> </u>	661	U
Approach Vol, ven/n Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		33.9 C			24.9 C			7.4 A			13.0 B	
Appluacii LUS					U						D	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)), s	29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c	, ,	5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s		5.6		0.0	0.0	3.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
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 Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor	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, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s), veh/h/li	n1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0	
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	h 4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	
Initial Q Delay(d3),s/veh	n 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%),vel	h/lr0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		303			291			8			66		
Approach Delay, s/veh		4.3			4.2			13.0			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)) s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0					
		1.0		0.0		1.7		0.0					
Intersection Summary			- -										
HCM 6th Ctrl Delay			5.3										
HCM 6th LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ች	^	7		1		ች	1			ĵ.		
Traffic Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86	
Future Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86	
nitial 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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737	
Adj Flow Rate, veh/h	97	126	0	33	78	214	201	205	65	90	425	93	
Peak Hour Factor	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, %	0	16	16	2	7	7	16	10	10	11	11	11	
Cap, veh/h	201	361		350	92	253	400	666	211	600	721	158	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52	
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1275	404	1030	1381	302	
Grp Volume(v), veh/h	97	126	0	33	0	292	201	0	270	90	0	518	
Grp Sat Flow(s),veh/h/lr		1663	1409	1265	0	1587	785	0	1679	1030	0	1683	
Q Serve(g_s), s	1.9	3.0	0.0	1.0	0.0	8.1	10.9	0.0	4.2	2.5	0.0	9.8	
Cycle Q Clear(g_c), s	10.0	3.0	0.0	4.0	0.0	8.1	20.7	0.0	4.2	6.7	0.0	9.8	
Prop In Lane	1.00	5.0	1.00	1.00	0.0	0.73	1.00	0.0	0.24	1.00	0.0	0.18	
Lane Grp Cap(c), veh/h		361	1.00	350	0	345	400	0	877	600	0	879	
//C Ratio(X)	0.48	0.35		0.09	0.00	0.85	0.50	0.00	0.31	0.15	0.00	0.59	
Avail Cap(c_a), veh/h	201	361		350	0.00	345	467	0.00	1021	688	0.00	1023	
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	
Jpstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel		15.3	0.0	17.0	0.0	17.3	14.7	0.0	6.3	8.2	0.0	7.6	
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.6	1.0	0.0	0.3	0.2	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	
%ile BackOfQ(50%),vel		1.0	0.0	0.0	0.0	3.8	1.6	0.0	0.9	0.4	0.0	2.2	
Unsig. Movement Delay			0.0	0.2	0.0	0.0	1.0	0.0	0.5	0.7	0.0	۷.۷	
Unsig. Movement Delay LnGrp Delay(d),s/veh	24.4	15.8	0.0	17.1	0.0	34.9	15.7	0.0	6.5	8.3	0.0	8.3	
LnGrp LOS	C C	13.0 B	0.0	В	Α	C	13.7 B	Α	Α	Α	Α	0.5 A	
Approach Vol, veh/h		223	Α	<u> </u>	325		U	471			608		
Approach Delay, s/veh		19.6			33.1			10.4			8.3		
Approach LOS		19.0 B			33.1 C			10.4 B			0.5 A		
					U								
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)		30.1		16.0		30.1		16.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		28.0		10.0		28.0		10.0					
Max Q Clear Time (g_c		22.7		12.0		11.8		10.1					
Green Ext Time (p_c), s	3	1.3		0.0		3.3		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			15.4										
HCM 6th LOS			В										
Notes													

Unsignalized Delay for [EBR] 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	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	\$		ሻ	<u>\$</u>	
Traffic Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	22	21	11	4	15	33	16	271	17	33	216	33
Major/Minor I	Minor2			Minor1			Major1		ľ	Major2		
Conflicting Flow All	635	619	233	627	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	315	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	396	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	696	656	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	353	389	806	364	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	364	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	648	639	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.9			12.2			0.4			0.9		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1317	-	-	416		1274					
HCM Lane V/C Ratio		0.012	_	_	0.128			_	_			
HCM Control Delay (s)		7.8	-	_	14.9	12.2	7.9	_	_			
HCM Lane LOS		A	-	_	В	В	A	_	_			
HCM 95th %tile Q(veh))	0	-	-	0.4	0.3	0.1	-	-			
222 77202 24(101)												

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	f)		*	ĵ.			4			4	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	_	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor	Major1			Major2			Minor1		N	/linor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	_	_	_	_	_	_	383	365	_	496	480	_
Critical Hdwy	4.12	_	_	4.12	_	_	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1		_	_	-	_	_	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	_	-	_	-	-	_	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	_	-		4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	_	_	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	_	-	_	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	_		_	-						
Mov Cap-1 Maneuver	1380	-	_	1163	_	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	_	-	_	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS	0.1			2.0			20.5 D			C		
Minor Lane/Major Mvm	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBI n1			
Capacity (veh/h)		286	1380			1163			280			
HCM Lane V/C Ratio		0.422		_	_	0.074	_	_	0.194			
HCM Control Delay (s)		26.5	7.7	_	_	8.3	_	_	20.9			
HCM Lane LOS		D	Α	-	_	Α	_	_	C			
HCM 95th %tile Q(veh)	2	0.1	_	_	0.2	_	-	0.7			
7000 00 000	1		V.,			V			J .,			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
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	1618	1618	1618	1604	1604	1604	1900	1707	1707	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	19	19	19	20	20	20	0	13	13	50	14	14
Cap, veh/h	265	30	58	149	147	67	432	933	37	400	806	137
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	797	173	335	281	847	387	839	1630	65	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1305	0	0	1515	0	0	839	0	1696	588	0	1649
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	7.1	0.4	0.0	11.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.2	0.0	0.0	12.2	0.0	7.1	7.5	0.0	11.3
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	432	0	970	400	0	944
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.05	0.00	0.45	0.02	0.00	0.63
Avail Cap(c_a), veh/h	429	0	0	445	0	0	432	0	970	400	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.6	0.0	0.0	10.8	0.0	5.8	8.0	0.0	6.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.1	0.0	3.1
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	1.9	0.0	0.0	0.4	0.0	0.0	0.2	0.0	2.2	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.8	0.0	0.0	11.0	0.0	7.4	8.1	0.0	9.9
LnGrp LOS	В	Α	Α	В	A	Α	В	A	A	Α	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		19.9			16.8			7.6			9.8	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.2		33.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		11.0		27.0		11.0				
Max Q Clear Time (g_c+l1), s		0.0		8.5		0.0		3.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			В									

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Movement EB	_ E8	T EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	é	À		4		ሻ	ĵ.		ሻ	f)		
Traffic Volume (veh/h) 1			123	216	34	25	242	124	71	113	7	
Future Volume (veh/h) 1) 17	9 67	123	216	34	25	242	124	71	113	7	
Initial Q (Qb), veh)	0 0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.0		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		0		No			No			No		
Adj Sat Flow, veh/h/ln 173			1752	1752	1752	1841	1841	1841	1707	1544	1544	
Adj Flow Rate, veh/h 1			134	235	37	27	263	135	77	123	8	
Peak Hour Factor 0.9			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 1		1 11	10	10	10	4	4	4	13	24	24	
Cap, veh/h 10			262	366	51	515	384	197	301	481	31	
Arrive On Green 0.3			0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34	
Sat Flow, veh/h 2			391	990	138	1239	1146	588	901	1434	93	
Grp Volume(v), veh/h 27		0 0	406	0	0	27	0	398	77	0	131	
Grp Sat Flow(s), veh/h/ln164		0 0	1519	0	0	1239	0	1735	901	0	1528	
Q Serve(g_s), s 0.			3.6	0.0	0.0	0.7	0.0	8.0	3.3	0.0	2.5	
Cycle Q Clear(g_c), s 5.			8.7	0.0	0.0	3.2	0.0	8.0	11.3	0.0	2.5	
Prop In Lane 0.0		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h 70		0 0	679	0	0	515	0	581	301	0	512	
V/C Ratio(X) 0.4			0.60	0.00	0.00	0.05	0.00	0.68	0.26	0.00	0.26	
Avail Cap(c_a), veh/h 93		0 0	887	0	0	619	0	726	376	0	639	
HCM Platoon Ratio 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.0			1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh 9.			10.7	0.0	0.0	11.0	0.0	11.6	16.5	0.0	9.8	
Incr Delay (d2), s/veh 0.			0.8	0.0	0.0	0.0	0.0	1.9	0.4	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	
%ile BackOfQ(50%),veh/ln1.		0.0	2.0	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5	
Unsig. Movement Delay, s/v		0 00	44 E	0.0	0.0	11 0	0.0	10.0	17.0	0.0	10.1	
LnGrp Delay(d),s/veh 10.			11.5	0.0	0.0	11.0	0.0	13.6	17.0	0.0	10.1	
		A A	В	A 400	A	В	A 405	В	В	A	В	
Approach Vol, veh/h	27			406			425			208		
Approach Delay, s/veh	10			11.5			13.4			12.6		
Approach LOS		В		В			В			В		
Timer - Assigned Phs		2	4		6		8					
Phs Duration (G+Y+Rc), s	19		21.0		19.6		21.0					
Change Period (Y+Rc), s		0	6.0		6.0		6.0					
Max Green Setting (Gmax),			21.0		17.0		21.0					
Max Q Clear Time (g_c+l1),			7.2		13.3		10.7					
Green Ext Time (p_c), s	1	3	1.2		0.3		1.8					
Intersection Summary												
HCM 6th Ctrl Delay		12.0										
HCM 6th LOS		В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ሻ	(î		ሻ	f)		ሻ	^	7	ሻ	ħβ		
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
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		
	1900	1870	1870	1870	1870	1870	1752	1796	1870	1870	1767	1767	
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93	
	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, %	0	2	2	2	2	2	10	7	2	2	9	9	
Cap, veh/h	603	228	322	531	143	394	340	1280	594	383	1083	177	
	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38	
	1383	700	992	1276	441	1212	725	3413	1585	706	2888	472	
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332	
Grp Sat Flow(s), veh/h/ln1		0	1692	1276	0	1652	725	1706	1585	706	1678	1682	
Q Serve(g_s), s	0.7	0.0	2.0	9.3	0.0	0.8	2.6	3.5	6.9	2.0	6.1	6.1	
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	8.0	8.7	3.5	6.9	5.5	6.1	6.1	
	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28	
	603	0	550	531	0	537	340	1280	594	383	629	631	
\ /	0.06	0.00	0.21	0.58	0.00	0.08	0.16	0.33	0.58	0.12	0.52	0.53	
Avail Cap(c_a), veh/h	603	0	550	531	0	537	340	1280	594	383	629	631	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \ /	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	9.9	0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.0	10.9	9.7	9.7	
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.1	0.2	0.1	1.4	0.1	0.8	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/l		0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.7	0.2	1.5	1.5	
Unsig. Movement Delay,		0.0	10.0	1E E	0.0	0.4	12.2	0.1	11.0	11 0	10 E	10 E	
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.4	13.3	9.1	11.3	11.0	10.5	10.5	
LnGrp LOS	Α	A	<u> </u>	В	A	<u> </u>	В	A 045	В	В	B 700	В	
Approach Vol, veh/h		150			355			815			708		
Approach LOS		10.0			14.7			10.3			10.6		
Approach LOS		Α			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		19.0		21.0		19.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax	, .	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+l	l1), s	10.7		4.0		8.1		13.3					
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			11.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		Ť		7	Ť		7	Ť	f)		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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	
• ,	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		
	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/ln		0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
\	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
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	
	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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	
%ile BackOfQ(50%),veh/		0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay,		0.0	0.0	440	42.0	40.0	00.0	0.7	7.0	40.7	0.0	44.5	
. ,	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	A 400	<u> </u>	В	B	В	В	A 404	A	В	A	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		28.2		21.1		28.2		21.1					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c+	l1), s	21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			स	7		ተ ኈ		ች	ħβ	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/lr		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37	0.0	0.50	0.94	0.0	1.00	1.00	-1.0	0.26	1.00	1.1	0.08
Lane Grp Cap(c), veh/h		0	0.50	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0.00	0.00	232	0.00	183	165	1117	1123	496	692	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh		0.0	0.0	1.0	0.0	0.4	0.0	1.0	1.0	0.0	2.4	2.5
Unsig. Movement Delay			3.0	1.0	3.0	J. 1	J.L	1.0	1.0	J.L		
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	Α	C	Α	C	D	A	Α	В	В	В
Approach Vol, veh/h		40	•		121		_	507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C C			20.4 C			A			14.5 R	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)	•	29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 30		5.0	* 4.2	* 19		5.9				
Max Q Clear Time (g_c-		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s	6	6.7		0.0	0.0	4.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	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, %	13	13	13	7	7	7	38	38	38	6	6	6	
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62	
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/lr	า1658	0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0	
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	ո 4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Initial Q Delay(d3),s/veh	า 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%),vel	n/lr0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		257			282			59			100		
Approach Delay, s/veh		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	١ ٩	21.0		8.9		21.0		8.9					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.8		3.3		4.7		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
		1.2		0.0		1.1		0.1					
Intersection Summary			0.0										
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Ţ		7	*	(Ť	f)		ř	f)		
Traffic Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54	
Future Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1826	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752	
Adj Flow Rate, veh/h	84	96	0	54	109	191	137	347	43	87	377	59	
Peak Hour Factor	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, %	5	33	33	2	13	13	17	10	10	13	10	10	
Cap, veh/h	276	370		460	146	256	378	646	80	419	625	98	
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.42	0.42	0.42	0.42	0.42	0.42	
Sat Flow, veh/h	1054	1411	1196	1300	557	975	839	1528	189	907	1479	231	
Grp Volume(v), veh/h	84	96	0	54	0	300	137	0	390	87	0	436	
Grp Sat Flow(s), veh/h/lr		1411	1196	1300	0	1532	839	0	1718	907	0	1710	
. ,	3.0	2.1	0.0	1.3	0.0	6.9	5.8	0.0	6.5	3.0	0.0	7.5	
Q Serve(g_s), s		2.1							6.5				
Cycle Q Clear(g_c), s	9.9	Z. I	0.0	3.4	0.0	6.9	13.3	0.0		9.5	0.0	7.5	
Prop In Lane	1.00	270	1.00	1.00	٥	0.64	1.00	٥	0.11	1.00	٥	0.14	
Lane Grp Cap(c), veh/h		370		460	0	402	378	0	727	419	0	723	
V/C Ratio(X)	0.30	0.26		0.12	0.00	0.75	0.36	0.00	0.54	0.21	0.00	0.60	
Avail Cap(c_a), veh/h	276	370		460	0	402	419	0	811	463	0	807	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel		11.1	0.0	12.5	0.0	12.9	13.7	0.0	8.2	11.8	0.0	8.5	
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.0	7.5	0.6	0.0	0.6	0.2	0.0	1.0	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),vel	n/lr0.7	0.5	0.0	0.3	0.0	2.3	0.9	0.0	1.5	0.5	0.0	1.8	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	18.0	11.5	0.0	12.6	0.0	20.4	14.2	0.0	8.8	12.0	0.0	9.6	
LnGrp LOS	В	В		В	Α	С	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		180	Α		354			527			523		
Approach Delay, s/veh		14.6			19.2			10.2			10.0		
Approach LOS		В			В			В			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	S	22.1		16.0		22.1		16.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		18.0		10.0		18.0		10.0					
Max Q Clear Time (g_c		15.3		11.9		11.5		8.9					
Green Ext Time (p_c), s		0.8		0.0		1.7		0.9					
· · ·)	0.0		0.0		1.7		U.Z					
Intersection Summary			40.0										
HCM 6th Ctrl Delay			12.6										
HCM 6th LOS			В										
Notes													

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

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	LDL	4	LDI	1100	4	TIDIN	ivol.	\$	HOR	ሻ	₽	ODIT
Traffic Vol, veh/h	43	14	13	10	10	27	10	256	20	20	168	20
Future Vol, veh/h	43	14	13	10	10	27	10	256	20	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	e, # -	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	8	2	2	20	2
Mvmt Flow	47	15	14	11	11	29	11	278	22	22	183	22
Major/Minor	Minor2			Minor1			Major1		ا	Major2		
Conflicting Flow All	569	560	194	564	560	289	205	0	0	300	0	0
Stage 1	238	238	-	311	311	-	-	-	-	-	-	-
Stage 2	331	322	-	253	249	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	433	437	847	436	437	750	1366	-	-	1261	-	-
Stage 1	765	708	-	699	658	-	-	-	-	-	-	-
Stage 2	682	651	-	751	701	-	-	-	-	-	-	-
Platoon blocked, %		,						-	-		-	-
Mov Cap-1 Maneuver	400	426	847	409	426	750	1366	-	-	1261	-	-
Mov Cap-2 Maneuver	400	426	-	409	426	-	-	-	-	-	-	-
Stage 1	759	696	-	693	653	-	-	-	-	-	-	-
Stage 2	639	646	-	710	689	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.6			12.1			0.3			0.8		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1366	-	-	450	560	1261	-	-			
HCM Lane V/C Ratio		0.008	-	_	0.169			_	_			
HCM Control Delay (s)		7.7	-	-	14.6	12.1	7.9	-	-			
HCM Lane LOS		Α	-	-	В	В	Α	-	-			
HCM 95th %tile Q(veh))	0	-	-	0.6	0.3	0.1	-	-			

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	f)		ሻ	ĵ.			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor N	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			С		
Minor Lane/Major Mvm	t N	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		270	1283			1142	-	-				
HCM Lane V/C Ratio		0.499		_		0.043	_	_	0.331			
HCM Control Delay (s)		30.9	7.9	-	_	8.3	-	-				
HCM Lane LOS		D	A	-	-	A	-	-	С			
HCM 95th %tile Q(veh)		2.6	0.1	-	-	0.1	-	-	1.4			
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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	+	7	7	1•		ሻ	₽		7	•	7
Traffic Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
Future Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86
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	1000	No	1000	10=0	No	1=00	1000	No	4==0	1-0-	No	1011
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1841
Adj Flow Rate, veh/h	97	126	0	37	78	214	201	205	42	90	425	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, %	0	16	16	2	7	7	16	10	10	11	11	4
Cap, veh/h	238	376		387	96	263	438	666	136	583	820	
Arrive On Green	0.23	0.23	0.00	0.23	0.23	0.23	0.47	0.47	0.47	0.47	0.47	0.00
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	856	1411	289	1052	1737	1560
Grp Volume(v), veh/h	97	126	0	37	0	292	201	0	247	90	425	0
Grp Sat Flow(s),veh/h/ln	1104	1663	1409	1265	0	1587	856	0	1700	1052	1737	1560
Q Serve(g_s), s	2.1	2.5	0.0	1.0	0.0	6.9	8.5	0.0	3.6	2.3	6.8	0.0
Cycle Q Clear(g_c), s	9.0	2.5	0.0	3.5	0.0	6.9	15.3	0.0	3.6	5.9	6.8	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.17	1.00		1.00
Lane Grp Cap(c), veh/h	238	376		387	0	359	438	0	802	583	820	
V/C Ratio(X)	0.41	0.33		0.10	0.00	0.81	0.46	0.00	0.31	0.15	0.52	
Avail Cap(c_a), veh/h	238	376		387	0	359	551	0	1026	722	1048	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.3	12.9	0.0	14.4	0.0	14.6	12.7	0.0	6.5	8.3	7.3	0.0
Incr Delay (d2), s/veh	1.1	0.5	0.0	0.1	0.0	13.3	0.7	0.0	0.2	0.1	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	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.0	8.0	0.0	0.2	0.0	2.9	1.2	0.0	8.0	0.4	1.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	20.4	13.4	0.0	14.5	0.0	27.9	13.5	0.0	6.7	8.4	7.9	0.0
LnGrp LOS	С	В		В	A	<u> </u>	<u>B</u>	A	A	A	A	
Approach Vol, veh/h		223	Α		329			448			515	Α
Approach Delay, s/veh		16.4			26.4			9.7			8.0	
Approach LOS		В			С			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		24.8		15.0		24.8		15.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		24.0		9.0		24.0		9.0				
Max Q Clear Time (g_c+l1), s		17.3		11.0		8.8		8.9				
Green Ext Time (p_c), s		1.4		0.0		2.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
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Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		1	f)		
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693	
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91	
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14	
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62	
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210	
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716	
Grp Sat Flow(s), veh/h/lr	1309	0	0	1794	0	0	718	0	1698	222	0	1655	
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4	
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4	
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13	
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027	
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70	
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7	
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9	
Initial Q Delay(d3),s/veh	n 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%),vel		0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7	
LnGrp LOS	С	Α	Α	В	Α	Α	В	Α	Α	Α	Α	В	
Approach Vol, veh/h		167			33			429			731		
Approach Delay, s/veh		23.1			19.5			6.6			10.6		
Approach LOS		С			В			Α			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	9	39.0		14.2		39.0		14.2					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		33.0		10.0		33.0		10.0					
Max Q Clear Time (g_c		0.0		8.5		0.0		2.8					
Green Ext Time (p c), s		0.0		0.3		0.0		0.0					
(1 – 7)		0.0		0.1		0.0		0.0					
Intersection Summary			44.4										
HCM 6th Ctrl Delay			11.1										
HCM 6th LOS			В										

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Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	ĵ.		ሻ	(î		
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	45	139	8	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
,, <u> </u>	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
• • •	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	1010		No	4-0-	4=00	No	4000	1=00	No	1=01	
•	618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	49	151	9	
	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, %	19	19	19	13	13	13	12	5	5	12	8	8 32	
	102 0.38	414 0.38	155 0.38	175 0.38	469 0.38	52 0.38	467 0.32	359 0.32	193 0.32	283 0.32	534 0.32	0.32	
Sat Flow, veh/h	21	1097	412	179	1243	139	1129	1117	601	904	1664	99	
	297	0	0	337	0	0	28	0	403	49	0	160	
1 ()		0	0	1561	0	0	1129	0	1718	904	0	1764	
Grp Sat Flow(s), veh/h/ln1 Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.0	0.0	2.7	
Cycle Q Clear(g_c), s	5.9	0.0	0.0	6.3	0.0	0.0	3.4	0.0	8.3	10.3	0.0	2.7	
	0.04	0.0	0.27	0.19	0.0	0.09	1.00	0.0	0.35	1.00	0.0	0.06	
	671	0	0.27	697	0	0.03	467	0	552	283	0	566	
	0.44	0.00	0.00	0.48	0.00	0.00	0.06	0.00	0.73	0.17	0.00	0.28	
. ,	822	0	0	846	0	0	644	0	821	425	0	843	
$\cdot \cdot = r$	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
	9.6	0.0	0.0	9.6	0.0	0.0	11.4	0.0	12.0	16.5	0.0	10.1	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	1.9	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	n1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.1	0.3	0.0	0.7	
Unsig. Movement Delay, s													
1 7 7	10.0	0.0	0.0	10.2	0.0	0.0	11.4	0.0	13.9	16.8	0.0	10.4	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		297			337			431			209		
Approach Delay, s/veh		10.0			10.2			13.7			11.9		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s	S	18.8		21.0		18.8		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax	x), s	19.0		19.0		19.0		19.0					
Max Q Clear Time (g_c+l	1), s	10.3		7.9		12.3		8.3					
Green Ext Time (p_c), s		1.5		1.2		0.5		1.4					
Intersection Summary													
HCM 6th Ctrl Delay			11.6										
HCM 6th LOS			В										

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Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	Ĭ	₽		ň	ĥ		¥	^	7	ň	ħβ		
Traffic Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Future Volume (veh/h)	36	50	79	216	15	5	42	383	314	39	449	70	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
, —,	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
, ,	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		
•	811	1811	1811	1752	1870	1870	1781	1796	1796	1870	1752	1752	
Adj Flow Rate, veh/h	39	54	86	235	16	5	46	416	341	42	488	76	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	10	2	2	8	7	7	2	10	10	
	587	193	307	468	419	131	394	1314	586	397	1112	172	
	0.31	0.31	0.31	0.31	0.31	0.31	0.39	0.39	0.39	0.39	0.39	0.39	
	347	629	1002	1170	1366	427	806	3413	1522	708	2888	448	
Grp Volume(v), veh/h	39	0	140	235	0	21	46	416	341	42	280	284	
Grp Sat Flow(s), veh/h/ln1		0	1631	1170	0	1793	806	1706	1522	708	1664	1671	
(O— /·	8.0	0.0	2.5	7.4	0.0	0.3	1.7	3.3	6.9	1.7	4.9	4.9	
Cycle Q Clear(g_c), s	1.1	0.0	2.5	10.0	0.0	0.3	6.6	3.3	6.9	5.0	4.9	4.9	
	1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27	
	587	0	500	468	0	550	394	1314	586	397	641	644	
()	0.07	0.00	0.28	0.50	0.00	0.04	0.12	0.32	0.58	0.11	0.44	0.44	
$\cdot \cdot = \cdot$	623	0	544	499	0	599	394	1314	586	397	641	644	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \ /	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
3 (//	9.9	0.0	10.2	14.0	0.0	9.5	11.3	8.4	9.5	10.2	8.9	8.9	
3 ().	0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.5	0.1	0.5	0.5	
3 (),	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/li		0.0	0.7	1.3	0.0	0.1	0.2	8.0	1.6	0.2	1.1	1.1	
Unsig. Movement Delay, s									44.0	100			
1 7 7	9.9	0.0	10.5	14.8	0.0	9.5	11.5	8.5	11.0	10.3	9.3	9.3	
LnGrp LOS	Α	Α	В	В	Α	A	В	Α	В	В	Α	A	
Approach Vol, veh/h		179			256			803			606		
Approach Delay, s/veh		10.4			14.4			9.7			9.4		
Approach LOS		В			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s	S	21.0		18.0		21.0		18.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gmax		15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+l	1), s	8.9		4.5		7.0		12.0					
Green Ext Time (p_c), s		2.1		0.5		2.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			10.3										
HCM 6th LOS			В										

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Movement E	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	↑	7	ች		7	ሻ	ĵ.		
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
, , , , , , , , , , , , , , , , , , ,	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 1	811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722	
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12	
	117	280	163	348	514	373	305	825	716	429	723	69	
•	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47	
	123	955	555	991	1752	1271	805	1767	1535	815	1549	147	
	418	0	0	54	162	71	120	318	15	66	0	566	
Grp Sat Flow(s), veh/h/ln1		0	0	991	1752	1271	805	1767	1535	815	0	1696	
	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4	
	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4	
, (0- /-	0.12	0.0	0.34	1.00	0.0	1.00	1.00	0.0	1.00	1.00	0.0	0.09	
	560	0	0	348	514	373	305	825	716	429	0	791	
1 1 (),	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
	666	0.00	0.00	413	630	457	331	883	767	456	0	847	
$1 \vee 2 \vee $	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh 1		0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7	
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0	3.0	
. ,	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/li		0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
Unsig. Movement Delay, s													
	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7	
LnGrp LOS	С	A	A	В	В	В	С	Α	A	В	A	В	
Approach Vol, veh/h		418			287			453			632		
Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Approach LOS		C			B			B			B		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc), s	S	29.3		20.7		29.3		20.7					
Change Period (Y+Rc), s	,	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax		25.0		18.0		25.0		18.0					
Max Q Clear Time (g_c+l	1), s	22.4		14.1		15.4		5.6					
Green Ext Time (p_c), s		1.0		0.6		4.4		0.8					
Intersection Summary													
HCM 6th Ctrl Delay			14.8										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	ħβ			ħβ	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	546	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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	593	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, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1082	49
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3215	146
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	304	316
Grp Sat Flow(s), veh/h/li		0	0	1825	0	1522	1810	1706	1775	872	1650	1711
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.7	6.7
Prop In Lane	0.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.7	0.09
Lane Grp Cap(c), veh/h		0	0.00	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.55	0.55
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.4	1.4
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.4	13.4
LnGrp LOS	С	A	A	С	A	С	D	A	A	В	В	В
Approach Vol, veh/h		36			58			441			661	
Approach Delay, s/veh		33.9			24.9			7.4			13.2	
Approach LOS		C			C			Α			В	
		2		4		6		8				
Timer - Assigned Phs					5							
Phs Duration (G+Y+Rc)		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c		5.2		2.9	2.2	8.7		3.0				
Green Ext Time (p_c), s	5	5.4		0.0	0.0	2.9		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			12.3									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
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		
•	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor	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, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s), veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h		0	0	1001	0	0	211	0	0	301	0	0	
. ,	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
$\cdot \cdot = \cdot$	1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	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	0.0	0.0	0.0	
%ile BackOfQ(50%),veh.		0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	4.0	0.0	0.0	42.0	0.0	0.0	40 F	0.0	0.0	
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	A	<u> </u>	A	A 004	A	В	A	<u> </u>	В	A	<u> </u>	
Approach Vol, veh/h		303			291			8			66		
Approach Delay, s/veh		4.3			4.2			13.0			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		7.8		21.0		7.8					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+	·I1), s	4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			5.3										
HCM 6th LOS			Α										

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Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥		ሻ	↑	î,	
Traffic Vol, veh/h	4	1	2	299	238	2
Future Vol, veh/h	4	1	2	299	238	2
Conflicting Peds, #/hr	0	0	0	0	0	2
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	_	-
Veh in Median Storage		_	-	0	0	_
Grade, %	0	_	_	0	0	_
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	7	6	2
Mymt Flow	4	1	2	325	259	2
IVIVIIIL I IOW	7			323	200	
Major/Minor I	Minor2	N	Major1	N.	/lajor2	
Conflicting Flow All	591	262	263	0	-	0
Stage 1	262	-	-	-	-	-
Stage 2	329	-	-	-	-	-
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	470	777	1301	-	-	-
Stage 1	782	-	-	-	-	-
Stage 2	729	_	_	-	-	-
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	467	776	1299	_	_	_
Mov Cap-2 Maneuver	556	-	-	_	_	_
Stage 1	779	_	_	_	_	_
Stage 2	728	_	_	_	_	_
Olago Z	120					
Approach	EB		NB		SB	
HCM Control Delay, s	11.2		0.1		0	
HCM LOS	В					
Minor Lane/Major Mvm	, +	NBL	NDT	EBLn1	SBT	SBR
	ι					SBR
Capacity (veh/h)		1299	-		-	-
HCM Lane V/C Ratio		0.002		0.009	-	-
HCM Control Delay (s)		7.8	-		-	-
HCM Lane LOS		Α	-	В	-	-
HCM 95th %tile Q(veh)		0	_	0	_	

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1		ሻ	- ↑			4			4	02.1
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	<u> </u>	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor I	Major1		1	Major2			Minor1		N	Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	_	-	-	-	_	-	469	469	_	364	364	_
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	_	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS	0.1						D			C		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SRI n1			
Capacity (veh/h)	IC I	286	1380	<u> </u>		1163	WDI	VVDIC -				
HCM Lane V/C Ratio		0.422				0.074	-		0.194			
HCM Control Delay (s)		26.5	7.7	-	-	8.3	-	-				
HCM Lane LOS		20.5 D	Α.	-	-	6.5 A	<u> </u>	-	20.9 C			
HCM 95th %tile Q(veh)	١	2	0.1		<u>-</u>	0.2	-	-	0.7			
HOW JOHN JOHN Q(VEI)			J. I			0.2			0.1			

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		₽			
Traffic Vol, veh/h	7	32	269	0	40	199
Future Vol, veh/h	7	32	269	0	40	199
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	-	-	-	100	-
Veh in Median Storage	e, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	8	2	2	9
Mvmt Flow	8	35	292	0	43	216
		- 00	202		10	210
Major/Minor	Minor1	N	/lajor1	ľ	Major2	
Conflicting Flow All	594	292	0	0	292	0
Stage 1	292	-	-	-	-	-
Stage 2	302	-	-	-	-	-
Critical Hdwy	6.42	6.22	_	_	4.12	_
Critical Hdwy Stg 1	5.42	-	_	_	-	_
Critical Hdwy Stg 2	5.42	_	_	_	_	_
Follow-up Hdwy		3.318	<u>-</u>	_	2.218	<u>-</u>
Pot Cap-1 Maneuver	468	747	_		1270	_
Stage 1	758	-	_		1210	_
	750	-		_	_	
Stage 2	750	-		-	-	
Platoon blocked, %	450	747	-	-	4070	-
Mov Cap-1 Maneuver	452	747	-	-	1270	-
Mov Cap-2 Maneuver	535	-	-	-	-	-
Stage 1	732	-	-	-	-	-
Stage 2	750	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.5		0		1.3	
HCM LOS			U		1.0	
HOM FOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)		_	_	697	1270	_
HCM Lane V/C Ratio		_	_	0.061		_
HCM Control Delay (s))	_	_	10.5	7.9	_
HCM Lane LOS		_	_	В	Α.5	_
HCM 95th %tile Q(veh	1			0.2	0.1	_
How som while Q(ven)	-	-	0.2	U. I	_

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	•	7	ሻ	₽		ሻ	₽		ሻ	•	7
Traffic Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Future Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
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	1841	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	27	82	218	137	347	33	87	377	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, %	4	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	289	381		477	112	297	409	639	61	412	710	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1062	1411	1196	1300	413	1097	886	1575	150	916	1752	1485
Grp Volume(v), veh/h	84	96	0	27	0	300	137	0	380	87	377	0
Grp Sat Flow(s),veh/h/ln	1062	1411	1196	1300	0	1510	886	0	1725	916	1752	1485
Q Serve(g_s), s	2.9	2.0	0.0	0.6	0.0	6.7	5.1	0.0	6.2	3.0	6.0	0.0
Cycle Q Clear(g_c), s	9.6	2.0	0.0	2.6	0.0	6.7	11.2	0.0	6.2	9.2	6.0	0.0
Prop In Lane	1.00		1.00	1.00		0.73	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	289	381		477	0	408	409	0	699	412	710	
V/C Ratio(X)	0.29	0.25		0.06	0.00	0.74	0.33	0.00	0.54	0.21	0.53	
Avail Cap(c_a), veh/h	289	381		477	0	408	481	0	839	486	852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	10.6	0.0	11.6	0.0	12.3	12.6	0.0	8.4	11.9	8.3	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	0.0	6.8	0.5	0.0	0.7	0.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.1	0.0	2.1	0.8	0.0	1.5	0.5	1.5	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	0.1	0.0	2.1	0.0	0.0	1.0	0.0	1.0	0.0
LnGrp Delay(d),s/veh	17.2	10.9	0.0	11.6	0.0	19.1	13.0	0.0	9.0	12.1	9.0	0.0
LnGrp LOS	В	В	0.0	В	A	В	В	Α	Α	В	Α	0.0
Approach Vol, veh/h		180	Α		327			517	, <u>, , , , , , , , , , , , , , , , , , </u>		464	А
Approach Delay, s/veh		13.9			18.5			10.1			9.5	
Approach LOS		13.9 B			10.5 B			В				
• •					D						А	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		16.0		21.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		13.2		11.6		11.2		8.7				
Green Ext Time (p_c), s		1.3		0.0		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	ĵ,		
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693	
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	0	0	0	20	20	20	0	12	12	50	14	14	
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61	
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240	
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591	
Grp Sat Flow(s), veh/h/lr	า1542	0	0	1507	0	0	839	0	1710	588	0	1649	
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0	
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0	
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15	
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007	
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59	
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0	
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5	
Initial Q Delay(d3),s/veh	า 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%),vel	n/ln2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5	
LnGrp LOS	С	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h		187			47			464			599		
Approach Delay, s/veh		21.8			19.0			6.6			8.5		
Approach LOS		С			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	S	37.0		13.8		37.0		13.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		31.0		12.0		31.0		12.0					
Max Q Clear Time (g_c		0.0		7.8		0.0		3.4					
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			10.1										
HCM 6th LOS			В										
HOW OUT LOS			D										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	(
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7	
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7	
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		
	1707	1707	1707	1752	1752	1752	1870	1811	1811	1707	1752	1752	
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	60	123	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	
Percent Heavy Veh, %	13	13	13	10	10	10	2	6	6	13	10	10	
Cap, veh/h	101	440	159	265	372	52	520	367	188	288	529	34	
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33	
Sat Flow, veh/h	21	1172	423	389	991	138	1259	1128	579	901	1627	106	
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	60	0	131	
Grp Sat Flow(s), veh/h/ln		0	0	1518	0	0	1259	0	1707	901	0	1733	
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	0.6	0.0	8.2	2.5	0.0	2.2	
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.5	0.0	0.0	2.8	0.0	8.2	10.7	0.0	2.2	
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h	700	0	0	689	0	0	520	0	555	288	0	563	
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.00	0.00	0.05	0.00	0.72	0.21	0.00	0.23	
Avail Cap(c_a), veh/h	938	0	0	900	0	0	645	0	725	378	0	736	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	10.3	0.0	0.0	10.9	0.0	11.9	16.6	0.0	9.9	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.4	0.4	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	
%ile BackOfQ(50%),veh		0.0	0.0	1.9	0.0	0.0	0.1	0.0	2.2	0.4	0.0	0.5	
Unsig. Movement Delay,		0.0	0.0	44.4	0.0	0.0	40.0	0.0	440	47.0	0.0	10.1	
LnGrp Delay(d),s/veh	9.8	0.0	0.0	11.1	0.0	0.0	10.9	0.0	14.2	17.0	0.0	10.1	
LnGrp LOS	Α	A	A	В	A	A	В	A	В	В	A	В	
Approach Vol, veh/h		279			406			425			191		
Approach Delay, s/veh		9.8			11.1			14.0			12.2		
Approach LOS		Α			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		19.0		21.0		19.0		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		17.0		21.0		17.0		21.0					
Max Q Clear Time (g_c+	-I1), s	10.2		7.2		12.7		10.5					
Green Ext Time (p_c), s		1.2		1.2		0.3		1.8					
Intersection Summary													
HCM 6th Ctrl Delay			11.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	*	f)		ሻ	ĵ.		ሻ	^	7	ሻ	ħβ		
Traffic Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
Future Volume (veh/h)	31	44	63	285	11	30	51	385	315	43	523	86	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1856	1752	1752	1752	1796	1796	1870	1767	1767	
Adj Flow Rate, veh/h	34	48	68	310	12	33	55	418	342	47	568	93	
Peak Hour Factor	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, %	0	0	0	3	10	10	10	7	7	2	9	9	
Cap, veh/h	601	231	327	530	134	369	340	1280	571	383	1083	177	
Arrive On Green	0.32	0.32	0.32	0.32	0.32	0.32	0.38	0.38	0.38	0.38	0.38	0.38	
Sat Flow, veh/h	1383	711	1007	1266	413	1135	725	3413	1522	706	2888	472	
Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332	
Grp Sat Flow(s), veh/h/lr	1383	0	1719	1266	0	1548	725	1706	1522	706	1678	1682	
Q Serve(g_s), s	0.7	0.0	2.0	9.4	0.0	0.8	2.6	3.5	7.2	2.0	6.1	6.1	
Cycle Q Clear(g_c), s	1.5	0.0	2.0	11.3	0.0	8.0	8.7	3.5	7.2	5.5	6.1	6.1	
Prop In Lane	1.00		0.59	1.00		0.73	1.00		1.00	1.00		0.28	
Lane Grp Cap(c), veh/h		0	559	530	0	503	340	1280	571	383	629	631	
V/C Ratio(X)	0.06	0.00	0.21	0.59	0.00	0.09	0.16	0.33	0.60	0.12	0.52	0.53	
Avail Cap(c_a), veh/h	601	0	559	530	0	503	340	1280	571	383	629	631	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh		0.0	9.8	13.9	0.0	9.4	13.1	8.9	10.1	10.9	9.7	9.7	
Incr Delay (d2), s/veh	0.0	0.0	0.2	1.7	0.0	0.1	0.2	0.1	1.7	0.1	8.0	0.8	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),vel		0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.8	0.2	1.5	1.5	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5	0.0	9.5	13.3	9.1	11.8	11.0	10.5	10.5	
LnGrp LOS	A	Α	A	В	A	Α	В	Α	В	В	В	В	
Approach Vol, veh/h		150			355			815			708		
Approach Delay, s/veh		10.0			14.8			10.5			10.6		
Approach LOS		Α			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	21.0		19.0		21.0		19.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c-		10.7		4.0		8.1		13.3					
Green Ext Time (p_c), s		1.7		0.4		2.3		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			11.2										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		Ť		7	Ť		7	Ť	f)		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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	
• ,	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		
	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/ln		0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
\	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
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	
	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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	
%ile BackOfQ(50%),veh/		0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay,		0.0	0.0	440	42.0	40.0	00.0	0.7	7.0	40.7	0.0	44.5	
. ,	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	A 400	<u> </u>	В	B	В	В	A 404	A	В	A	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		28.2		21.1		28.2		21.1					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c+	l1), s	21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	*	ħβ		ሻ	∱ }	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac	h	No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.32	0.32	0.32
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/li		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.8
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h		0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	208	0	0	248	0	196	165	1080	1085	478	656	681
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.6	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.6
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.5	0.0	22.5	41.2	7.4	7.5	11.2	14.8	14.7
LnGrp LOS	С	Α	Α	С	Α	С	D	Α	Α	В	В	В
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.3			8.2			14.5	
Approach LOS		С			С			A			В	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)	١. ۵	29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),		* 6.8										
. ,,		* 29		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm Max Q Clear Time (g_c		6.0		5.6	* 4.2	* 18		6.3 4.1				
Green Ext Time (g_c)				3.1	2.3	9.8						
" - 7		6.6		0.0	0.0	ა.გ		0.1				
Intersection Summary			40.7									
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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	
	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		
	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38	
	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, %	13	13	13	7	7	7	38	38	38	6	6	6	
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62	
	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/ln1		0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
	959	0	0	1007	0	0	294	0	0	315	0	0	
\ /	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
$\cdot \cdot = \cdot \cdot$	1228	0	0	1300	0	0	476	0	0	578	0	0	
	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
1 \/	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh	4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/		0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	1.6	0.0	0.0	10.1	0.0	0.0	10 E	0.0	0.0	
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	A	A 057	<u> </u>	A	A	<u> </u>	В	A	<u> </u>	В	A 400	A	
Approach Vol, veh/h		257			282			59			100		
Approach LOS		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		8.9		21.0		8.9					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+l	l1), s	4.8		3.3		4.7		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	₩.	LDIX	NDL Š	<u> </u>	<u>361</u>	OBIX
Traffic Vol, veh/h	3	1	2	T 298	196	2
Future Vol, veh/h	3	1	2	298	196	2
· · · · · · · · · · · · · · · · · · ·	0	0	0	290	190	0
Conflicting Peds, #/hr Sign Control				Free	Free	Free
RT Channelized	Stop	Stop None	Free			
	-		100	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage		-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	10	2
Mvmt Flow	3	1	2	324	213	2
Major/Minor	Minor2		Major1	N	/lajor2	
Conflicting Flow All	542	214	215	0	-	0
Stage 1	214	-	-	-	_	-
Stage 2	328	_	_	_	_	_
Critical Hdwy	6.42	6.22	4.12	_	_	_
Critical Hdwy Stg 1	5.42	0.22	7.14	_	_	
Critical Hdwy Stg 1	5.42	-				_
Follow-up Hdwy	3.518	3.318	2 212	_	_	_
Pot Cap-1 Maneuver	501	826	1355	-	-	-
•	822		1000	•	-	
Stage 1		-	-	-	-	-
Stage 2	730	-	-	-	-	-
Platoon blocked, %	F00	000	1055	-	-	-
Mov Cap-1 Maneuver	500	826	1355	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	821	-	-	-	-	-
Stage 2	730	-	-	-	-	-
Approach	EB		NB		SB	
HCM Control Delay, s	10.8		0.1		0	
HCM LOS	10.0 B		U. I		U	
I IOIVI LOO	D					
Minor Lane/Major Mvm	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		1355	-	625	-	-
HCM Lane V/C Ratio		0.002	-	0.007	-	-
HCM Control Delay (s)		7.7	-	10.8	-	-
HCM Lane LOS		Α	-	В	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	f)		ች	ĵ.			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	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	7	10	7	4	2	4	0	14	2	17	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor I	Major1		ı	Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	_	-	-	-	_	-	473	473	_	371	371	-
Stage 2	_	-	-	_	-	-	405	378	-	507	484	_
Critical Hdwy	4.12	_	-	4.17	-	_	7.14	6.5	6.34	7.12	6.67	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.67	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.153	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	280	766
Stage 1	-	-	-	-	-	-	568	562	-	649	594	-
Stage 2	-	-	-	-	-	-	618	619	-	548	528	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	_	-	1142	-	-	210	276	642	215	258	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	276	-	215	258	-
Stage 1	-	_	-	-	-	-	547	541	-	625	568	-
Stage 2	-	-	-	-	-	-	528	592	-	468	508	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			31.1			23.9		
HCM LOS	0.0			1.6			D			C		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SRI n1			
Capacity (veh/h)	. 1	269	1283	-		1142	-	-				
HCM Lane V/C Ratio		0.501		_		0.043			0.338			
HCM Control Delay (s)		31.1	7.9	<u>-</u>	-	8.3	-	-				
HCM Lane LOS		31.1 D	7.9 A	-	-	6.3 A	-	-	23.9 C			
HCM 95th %tile Q(veh)	١	2.6	0.1		-	0.1	_	_	1.4			
HOW JOHN JOHN Q(VEI)		2.0	0.1			0.1	-	_	1.4			

Intersection						
Int Delay, s/veh	1.1					
		WED	NDT	NDD	05:	057
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	¥		f)		ች	↑
Traffic Vol, veh/h	5	24	276	0	29	168
Future Vol, veh/h	5	24	276	0	29	168
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	-	-	-	100	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	13
Mvmt Flow	5	26	300	0	32	183
	Minor1		//ajor1		Major2	
Conflicting Flow All	547	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	-	-	-
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	498	740	_		1261	_
Stage 1	752	-	_	_	- 1201	_
Stage 2	794		<u>-</u>	-	_	
	7 34	-	-	-	-	-
Platoon blocked, %	400	740	-	-	1004	-
Mov Cap-1 Maneuver	486	740	-	-	1261	-
Mov Cap-2 Maneuver	563	-	-	-	-	-
Stage 1	733	-	-	-	-	-
Stage 2	794	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.4		0		1.2	
HCM LOS	В					
Minor Lane/Major Mvn	nt	NBT	NBRV	VBLn1	SBL	SBT
Capacity (veh/h)			-	702	1261	-
HCM Lane V/C Ratio		-			0.025	_
HCM Control Delay (s)		-	_	10.4	7.9	-
HCM Lane LOS		_				
	\	-	-	В	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	¥		7	ř	(Ť	ĥ		¥	f)		
Traffic Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86	
Future Volume (veh/h)	89	116	280	30	72	197	185	189	60	83	391	86	
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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737	
Adj Flow Rate, veh/h	97	126	0	33	78	214	201	205	65	90	425	93	
Peak Hour Factor	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, %	0	16	16	2	7	7	16	10	10	11	11	11	
Cap, veh/h	201	361		350	92	253	400	666	211	600	721	158	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52	
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1275	404	1030	1381	302	
Grp Volume(v), veh/h	97	126	0	33	0	292	201	0	270	90	0	518	
Grp Sat Flow(s), veh/h/li		1663	1409	1265	0	1587	785	0	1679	1030	0	1683	
	1.9	3.0	0.0	1.0	0.0	8.1	10.9	0.0	4.2	2.5	0.0	9.8	
Q Serve(g_s), s						8.1			4.2	6.7			
Cycle Q Clear(g_c), s	10.0	3.0	0.0	4.0	0.0		20.7	0.0			0.0	9.8	
Prop In Lane	1.00	004	1.00	1.00	^	0.73	1.00	^	0.24	1.00	^	0.18	
Lane Grp Cap(c), veh/h		361		350	0	345	400	0	877	600	0	879	
V/C Ratio(X)	0.48	0.35		0.09	0.00	0.85	0.50	0.00	0.31	0.15	0.00	0.59	
Avail Cap(c_a), veh/h	201	361	4.00	350	0	345	467	0	1021	688	0	1023	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel		15.3	0.0	17.0	0.0	17.3	14.7	0.0	6.3	8.2	0.0	7.6	
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.6	1.0	0.0	0.2	0.1	0.0	0.7	
Initial Q Delay(d3),s/vel		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%),vel		1.0	0.0	0.2	0.0	3.8	1.6	0.0	0.9	0.4	0.0	2.2	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	24.4	15.8	0.0	17.1	0.0	34.9	15.7	0.0	6.5	8.3	0.0	8.3	
LnGrp LOS	С	В		В	Α	С	В	Α	Α	Α	Α	Α	
Approach Vol, veh/h		223	Α		325			471			608		
Approach Delay, s/veh		19.6			33.1			10.4			8.3		
Approach LOS		В			С			В			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)). S	30.1		16.0		30.1		16.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		28.0		10.0		28.0		10.0					
Max Q Clear Time (g_c	, .	22.7		12.0		11.8		10.0					
Green Ext Time (p_c), s		1.3		0.0		3.3		0.0					
" - 7		1.0		0.0		٥.٥		0.0					
Intersection Summary			45.4										
HCM 6th Ctrl Delay			15.4										
HCM 6th LOS			В										
Notes													

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
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	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	С	Α	Α	В	Α	Α	В	Α	Α	Α	Α	<u>B</u>
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		С			В			Α			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	<u></u>	7	ሻ	<u></u>	7	ሻ	f)		
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
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		
	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722	
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12	
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69	
	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47	
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147	
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Grp Sat Flow(s), veh/h/ln1	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4	
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4	
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09	
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791	
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7	
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	In4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7	
LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach Vol, veh/h		418			287			453			632		
Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Approach LOS		С			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		25.0		18.0		25.0		18.0					
Max Q Clear Time (g_c+l	, .	22.4		14.1		15.4		5.6					
Green Ext Time (p_c), s	, , •	1.0		0.6		4.4		0.8					
Intersection Summary													
HCM 6th Ctrl Delay			14.8										
HCM 6th LOS			14.0 B										
I IOW OUI LOS			Б										

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	4			4			4			4		
Traffic Volume (veh/h) 18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h) 18	248	12	5	240	23	4	2	2	37	5	19	
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 1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h 20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor 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, % 13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h 154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green 0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h 40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h 303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s), veh/h/ln1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s 0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s 3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane 0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h 1002	0	0	1001	0	0	211	0	0	301	0	0	
V/C Ratio(X) 0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h 1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh 4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh 0.2	0.0	0.0	0.2	0.0	0.0	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/lr0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay, s/ve		0.0	4.0	0.0	0.0	40.0	0.0	0.0	40.5	0.0	0.0	
LnGrp Delay(d),s/veh 4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS A	Α	Α	Α	A	Α	В	A	A	В	Α	A	
Approach Vol, veh/h	303			291			8			66		
Approach Delay, s/veh	4.3			4.2			13.0			13.5		
Approach LOS	Α			Α			В			В		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+I1), s			2.5		5.0		3.1					
Green Ext Time (p_c), s	1.3		0.0		1.4		0.0					
Intersection Summary												
HCM 6th Ctrl Delay		5.3										
HCM 6th LOS		Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	f)		
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
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	1010		No		1=00	No	1000	1=01	No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	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	
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8 32	
Cap, veh/h Arrive On Green	101 0.37	410 0.37	154 0.37	174 0.37	465 0.37	52 0.37	473 0.33	366 0.33	197 0.33	293 0.33	545 0.33	0.33	
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99	
•	297	0	0	337	0	0	28	0	403	64	0	160	
Grp Volume(v), veh/h		0	0	1563	0	0	1129	0	1718	935	0	1764	
Grp Sat Flow(s),veh/h/ln Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7	
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7	
Prop In Lane	0.04	0.0	0.27	0.19	0.0	0.09	1.00	0.0	0.35	1.00	0.0	0.06	
Lane Grp Cap(c), veh/h	665	0	0.27	691	0	0.03	473	0	562	293	0	577	
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28	
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	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	/ln1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		297			337			431			224		
Approach Delay, s/veh		10.2			10.4			14.5			12.2		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	19.1		21.0		19.1		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		16.0		17.0		16.0		17.0					
Max Q Clear Time (g_c+	, .	10.3		8.0		12.9		8.4					
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Novement
Lane Configurations
Traffic Vol, veh/h 39 343 21 79 175 3 61 22 28 14 26 10
Traffic Vol, veh/h 39 343 21 79 175 3 61 22 28 14 26 10 Future Vol, veh/h 39 343 21 79 175 3 61 22 28 14 26 10 Future Vol, veh/h 39 343 21 79 175 3 61 22 28 14 26 10 Conflicting Peds, #hr 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 O 0 0 0 O 0 0 O 0 0 O
Conflicting Peds, #/hr
Sign Control Free
RT Channelized
Storage Length 200 - 200 - - - - - - - - -
Veh in Median Storage, # 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0 0 - 0
Grade, % - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 - - 0 0 - - 0 0 2 4 2 14 20 10 20 Meany Vehicles, % 2 20 10 2 10 2 4 2 14 20 10 20 Mwmt Flow 4 2 373 23 86 190 3 66 24 30 15 28 11 Major/Minor Major/Minor Major Minor
Peak Hour Factor 92
Heavy Vehicles, % 2 20 10 2 10 2 4 2 14 20 10 20
Mymt Flow 42 373 23 86 190 3 66 24 30 15 28 11 Major/Minor Major1 Major2 Minor1 Minor2 Conflicting Flow All 193 0 0 396 0 0 852 834 385 860 844 192 Stage 1 - - - - - 469 469 - 364 364 - Stage 2 - - - - 3383 365 - 496 480 - Critical Hdwy 4.12 - - 4.12 - 7.14 6.52 6.34 7.3 6.6 6.4 Critical Hdwy Stg 1 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - - - - 6.14 5.52 - 6.3 5.6 -
Major/Minor Major1 Major2 Minor1 Minor2 Conflicting Flow All 193 0 0 396 0 0 852 834 385 860 844 192 Stage 1 - - - - 469 469 - 364 364 - Stage 2 - - - - 383 365 - 496 480 - Critical Hdwy 4.12 - 4.12 - 7.14 6.52 6.34 7.3 6.6 6.4 Critical Hdwy Stg 1 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - -
Conflicting Flow All 193
Conflicting Flow All 193
Conflicting Flow All 193 0 0 396 0 0 852 834 385 860 844 192
Stage 1 - - - - - 469 469 - 364 364 - Stage 2 - - - - - 383 365 - 496 480 - Critical Hdwy 4.12 - - 4.12 - 7.14 6.52 6.34 7.3 6.6 6.4 Critical Hdwy Stg 1 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - - - 6.14 5.52 - 6.3 5.6 - Follow-up Hdwy 2.218 - 2.218 - - 3.536 4.018 3.426 3.68 4.09 3.48 Pot Cap-1 Maneuver 1380 - 1163 - 277 304 637 251 241 - Platoon blocked, % -
Stage 2 - - - - 383 365 - 496 480 - Critical Hdwy 4.12 - 4.12 - 7.14 6.52 6.34 7.3 6.6 6.4 Critical Hdwy Stg 1 - - - - 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 - - - - 6.14 5.52 - 6.3 5.6 - Follow-up Hdwy 2.218 - 2.218 - 3.536 4.018 3.426 3.68 4.09 3.48 Pot Cap-1 Maneuver 1380 - 1163 - 277 304 637 257 291 806 Stage 2 - - - - - 524 541 - Platoon blocked, % - - - - - - 231 273 637 211 261 806 Mov Cap-1 Maneuver 1380 - 1163 - 231 273 63
Critical Hdwy 4.12 - 4.12 - 7.14 6.52 6.34 7.3 6.6 6.4 Critical Hdwy Stg 1 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 6.14 5.52 - 6.3 5.6 - Follow-up Hdwy 2.218 - 2.218 - 3.536 4.018 3.426 3.68 4.09 3.48 Pot Cap-1 Maneuver 1380 - 1163 - 277 304 637 257 291 806 Stage 1 571 561 - 620 610 - Stage 2 636 623 - 524 541 - Platoon blocked, % 636 623 - 524 541 - Platoon blocked, % 636 623 - 524 541 - Stage 2 231 273 637 211 261 806 Mov Cap-2 Maneuver 231 273 - 211 261 - Stage 1 554 544 - 601 565 - Stage 2 552 577 - 463 525
Critical Hdwy Stg 1 6.14 5.52 - 6.3 5.6 - Critical Hdwy Stg 2 6.14 5.52 - 6.3 5.6 - Follow-up Hdwy 2.218 2.218 3.536 4.018 3.426 3.68 4.09 3.48 Pot Cap-1 Maneuver 1380 1163 277 304 637 257 291 806 Stage 1 571 561 - 620 610 - Stage 2 636 623 - 524 541 - Platoon blocked, % 636 623 - 524 541 - Platoon blocked, % 231 273 637 211 261 806 Mov Cap-1 Maneuver 1380 - 1163 231 273 - 211 261 - Stage 1 554 544 - 601 565 - Stage 2 554 544 - 601 565 - Stage 2 5552 577 - 463 525 - Stage 2 552 577 - 463 525 - Stage 2 566 52 577 - 567 529 FINAL PLANCE CONTROL Delay, S 0.7 2.6 26.5 20.9 HCM LOS D C
Critical Hdwy Stg 2 6.14 5.52 - 6.3 5.6 - Follow-up Hdwy 2.218 2.218 3.536 4.018 3.426 3.68 4.09 3.48 Pot Cap-1 Maneuver 1380 - 1163 - 277 304 637 257 291 806 Stage 1 571 561 - 620 610 - Stage 2 636 623 - 524 541 - Platoon blocked, % 636 623 - 524 541 - Mov Cap-1 Maneuver 1380 - 1163 - 231 273 637 211 261 806 Mov Cap-2 Maneuver 231 273 - 211 261 - Stage 1 554 544 - 601 565 - Stage 2 5552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, \$ 0.7 2.6 26.5 20.9 HCM LOS D C
Follow-up Hdwy 2.218 2.218 3.536 4.018 3.426 3.68 4.09 3.48 Pot Cap-1 Maneuver 1380 - 1163 - 277 304 637 257 291 806 Stage 1 571 561 - 620 610 - Stage 2 636 623 - 524 541 - Platoon blocked, % Mov Cap-1 Maneuver 1380 - 1163 - 231 273 637 211 261 806 Mov Cap-2 Maneuver 231 273 - 211 261 - Stage 1 554 544 - 601 565 - Stage 2 552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
Pot Cap-1 Maneuver 1380 - - 1163 - - 277 304 637 257 291 806 Stage 1 - - - - - 571 561 - 620 610 - Stage 2 - - - - 636 623 - 524 541 - Platoon blocked, % -
Stage 1 - - - - 571 561 - 620 610 - Stage 2 - - - - - 636 623 - 524 541 - Platoon blocked, % -
Stage 2 - - - - 636 623 - 524 541 - Platoon blocked, % - <t< td=""></t<>
Platoon blocked, % - - - - Mov Cap-1 Maneuver 1380 - - 1163 - - 231 273 637 211 261 806 Mov Cap-2 Maneuver - - - - 231 273 - 211 261 - Stage 1 - - - - - 554 544 - 601 565 - Stage 2 - - - - - 552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
Mov Cap-1 Maneuver 1380 - - 1163 - - 231 273 637 211 261 806 Mov Cap-2 Maneuver - - - - - 231 273 - 211 261 - Stage 1 - - - - - 554 544 - 601 565 - Stage 2 - - - - - - 552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
Mov Cap-2 Maneuver - - - - 231 273 - 211 261 - Stage 1 - - - - - 554 544 - 601 565 - Stage 2 - - - - - 552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
Stage 1 - - - - 554 544 - 601 565 - Stage 2 - - - - - 552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
Stage 2 - - - - 552 577 - 463 525 - Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
Approach EB WB NB SB HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
HCM Control Delay, s 0.7 2.6 26.5 20.9 HCM LOS D C
HCM LOS D C
Minor Long/Major Mymt NDL n1 EDI EDT EDD W/DL W/DT W/DD CDL n1
MINORIONO/MOIOR MINORI NIDINA LDI LDI LDI MIDI MIDI MIDI CDINA
•
Capacity (veh/h) 286 1380 1163 280
HCM Lane V/C Ratio 0.422 0.031 0.074 0.194
HCM Control Delay (s) 26.5 7.7 8.3 20.9
HCM Lane LOS D A A C
HCM 95th %tile Q(veh) 2 0.1 0.2 0.7

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR
Traffic Volume (vehl/h)
Traffic Volume (vehl/h) 9 5 19 17 4 33 7 385 14 38 546 25
Future Volume (veh/h) 9 5 19 17 4 33 7 385 14 38 546 25 Initial Q (Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0
Initial Q (Qb), veh
Ped-Bike Adj(A_pbT) 1.00
Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Work Zone On Approach No No No No No No No Add Sal Flow, weh/h/In 1900 1900 1900 1900 1900 1900 1900 190
Adj Sat Flow, veh/h/n 1900 1900 1900 1900 1900 1796 1796 1796 1797 1737 1737 1737 Adj Flow Rate, veh/h 10 5 21 18 4 36 8 418 15 41 593 27 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Adj Flow Rate, veh/h Adj Flow Rate, veh/h Adj Flow Rate, veh/h Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92
Peak Hour Factor 0.92 0.93 0.93 0.03 0.03 0.05 0.05 0.01 0.05 0.05 0.05 0.01 0.05 0.05 0.05 0.01 0.05 0.01 0.05 0.01 0.05 0.01 0.02 3.2 3.2 1.5 6.7 6.7 Cycle Querig
Percent Heavy Veh, % 0 0 0 0 0 0 0 7 0 7 7 13 11 11 Cap, veh/h 15 8 32 69 15 70 15 1672 60 455 1082 49 Arrive On Green 0.03 0.03 0.03 0.03 0.05 0.05 0.05 0.05
Cap, veh/h 15 8 32 69 15 70 15 1672 60 455 1082 49 Arrive On Green 0.03 0.03 0.03 0.03 0.05 0.05 0.05 0.05
Arrive On Green 0.03 0.03 0.03 0.05 0.05 0.05 0.01 0.50 0.50 0.34 0.34 0.34 Sat Flow, veh/h 472 236 991 1493 332 1522 1810 3361 120 872 3215 146 Grp Volume(v), veh/h 36 0 0 22 0 36 8 212 221 41 304 316 Grp Sat Flow(s), veh/h/ln1698 0 0 1825 0 1522 1810 1706 1775 872 1650 1711 Q Serve(g_s), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Oycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Oycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Oycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Oycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Oycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0
Sat Flow, veh/h 472 236 991 1493 332 1522 1810 3361 120 872 3215 146 Grp Volume(v), veh/h 36 0 0 22 0 36 8 212 221 41 304 316 Grp Sat Flow(s), veh/h/ln1698 0 0 1825 0 1522 1810 1706 1775 872 1650 1711 Q Serve(g_s), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Cycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Prop In Lane 0.28 0.58 0.82 1.00 1.00 0.07 1.5 849 883 455 555 576 V/C Ratio(X) 0.66 0.00 0.0 0.05 0.05 0.25 0.25 0.25
Grp Volume(v), veh/h 36 0 0 22 0 36 8 212 221 41 304 316 Grp Sat Flow(s), veh/h/ln1698 0 0 1825 0 1522 1810 1706 1775 872 1650 1711 Q Serve(g_s), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Cycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Cycle Q Clear(g_c), s 0.9 0.0 0.0 0.5 0.0 1.0 0.2 3.2 3.2 1.5 6.7 6.7 Prop In Lane 0.28 0.58 0.82 1.00 1.00 0.07 1.00 0.09 Lane Grp Cap(c), veh/h 55 0 0 84 0 70 15 849 883 455 555 576 V/C Ratio(X) 0.66 0.00 0.00 0.26 0.00 0.51 0.52 0.25 0.25 0.25 0.09 0.55 0.55 Avail Cap(c_a), veh/h 152 0 0 164 0 137 162 1076 1119 500 641 664 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Grp Sat Flow(s),veh/h/ln1698
Q Serve(g_s), s
Cycle Q Clear(g_c), s
Prop In Lane
Lane Grp Cap(c), veh/h 55 0 0 84 0 70 15 849 883 455 555 576 V/C Ratio(X) 0.66 0.00 0.00 0.26 0.00 0.51 0.52 0.25 0.25 0.09 0.55 0.55 Avail Cap(c_a), veh/h 152 0 0 164 0 137 162 1076 1119 500 641 664 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
V/C Ratio(X) 0.66 0.00 0.26 0.00 0.51 0.52 0.25 0.25 0.09 0.55 0.55 Avail Cap(c_a), veh/h 152 0 0 164 0 137 162 1076 1119 500 641 664 HCM Platoon Ratio 1.00<
Avail Cap(c_a), veh/h 152 0 0 164 0 137 162 1076 1119 500 641 664 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0
Upstream Filter(I) 1.00 0.00 0.00 1.20 1
Uniform Delay (d), s/veh 21.3 0.0 0.0 20.5 0.0 20.8 22.0 6.4 6.4 10.3 12.0 12.0 lncr Delay (d2), s/veh 12.6 0.0 0.0 1.6 0.0 5.7 24.9 0.2 0.2 0.1 1.2 1.2 lnitial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.
Incr Delay (d2), s/veh 12.6 0.0 0.0 1.6 0.0 5.7 24.9 0.2 0.2 0.1 1.2 1.2 Initial Q Delay(d3),s/veh 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.0 0.
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.
%ile BackOfQ(50%),veh/lr0.5
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 33.9 0.0 0.0 22.2 0.0 26.5 46.9 6.6 6.6 10.4 13.2 13.2 LnGrp LOS C A A C D A A B B B Approach Vol, veh/h 36 58 441 661 Approach Delay, s/veh 33.9 24.9 7.4 13.0 Approach LOS C C A B Timer - Assigned Phs 2 4 5 6 8
LnGrp Delay(d),s/veh 33.9 0.0 0.0 22.2 0.0 26.5 46.9 6.6 6.6 10.4 13.2 13.2 LnGrp LOS C A A C A C D A A B B Approach Vol, veh/h 36 58 441 661 Approach Delay, s/veh 33.9 24.9 7.4 13.0 Approach LOS C C A B Timer - Assigned Phs 2 4 5 6 8
LnGrp LOS C A A C A C D A A B B Approach Vol, veh/h 36 58 441 661 Approach Delay, s/veh 33.9 24.9 7.4 13.0 Approach LOS C C A B Timer - Assigned Phs 2 4 5 6 8
Approach Vol, veh/h 36 58 441 661 Approach Delay, s/veh 33.9 24.9 7.4 13.0 Approach LOS C C A B Timer - Assigned Phs 2 4 5 6 8
Approach Delay, s/veh 33.9 24.9 7.4 13.0 Approach LOS C C A B Timer - Assigned Phs 2 4 5 6 8
Approach LOS C C A B Timer - Assigned Phs 2 4 5 6 8
Timer - Assigned Phs 2 4 5 6 8
<u> </u>
•
Phs Duration (G+Y+Rc), s 29.0 7.4 7.2 21.8 8.1
Change Period (Y+Rc), s * 6.8 6.0 * 6.8 * 6.8 6.1
Max Green Setting (Gmax), s * 28 4.0 * 4 * 17 4.0
Max Q Clear Time (g_c+l1), s 5.2 2.9 2.2 8.7 3.0
Green Ext Time (p_c), s 5.6 0.0 0.0 3.5 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.

CDM Smith Page 5

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Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations 7	f)		*	(Ť	^	7	۲	ħβ		
Traffic Volume (veh/h) 36	50	79	216	15	5	42	383	314	39	449	70	
Future Volume (veh/h) 36	50	79	216	15	5	42	383	314	39	449	70	
Initial Q (Qb), veh 0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln 1811	1870	1870	1870	1870	1870	1781	1796	1870	1870	1752	1752	
Adj Flow Rate, veh/h 39	54	86	235	16	5	46	416	341	42	488	76	
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 6	2	2	2	2	2	8	7	2	2	10	10	
Cap, veh/h 574	192	305	477	403	126	403	1336	621	405	1131	175	
Arrive On Green 0.30	0.30	0.30	0.30	0.30	0.30	0.39	0.39	0.39	0.39	0.39	0.39	
Sat Flow, veh/h 1347	650	1035	1249	1366	427	806	3413	1585	708	2888	448	
Grp Volume(v), veh/h 39	0	140	235	0	21	46	416	341	42	280	284	
Grp Sat Flow(s),veh/h/ln1347	0	1684	1249	0	1793	806	1706	1585	708	1664	1671	
Q Serve(g_s), s 0.8	0.0	2.4	6.8	0.0	0.3	1.7	3.2	6.4	1.7	4.7	4.8	
Cycle Q Clear(g_c), s 1.1	0.0	2.4	9.3	0.0	0.3	6.5	3.2	6.4	4.9	4.7	4.8	
Prop In Lane 1.00		0.61	1.00		0.24	1.00		1.00	1.00		0.27	
Lane Grp Cap(c), veh/h 574	0	497	477	0	530	403	1336	621	405	652	654	
V/C Ratio(X) 0.07	0.00	0.28	0.49	0.00	0.04	0.11	0.31	0.55	0.10	0.43	0.43	
Avail Cap(c_a), veh/h 634	0	571	532	0	609	403	1336	621	405	652	654	
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	1.00	1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh 10.0	0.0	10.4	13.9	0.0	9.6	10.9	8.1	9.0	9.8	8.5	8.5	
Incr Delay (d2), s/veh 0.0	0.0	0.3	0.8	0.0	0.0	0.1	0.1	1.0	0.1	0.4	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/lr0.2	0.0	0.7	1.3	0.0	0.1	0.2	0.7	1.4	0.2	1.1	1.1	
Unsig. Movement Delay, s/veh		40.7	447	0.0	0.7	44.0	0.0	40.4	0.0	0.0	0.0	
LnGrp Delay(d),s/veh 10.1	0.0	10.7	14.7	0.0	9.7	11.0	8.2	10.1	9.9	9.0	9.0	
LnGrp LOS B	A	В	В	A	Α	В	Α	В	A	Α	Α	
Approach Vol, veh/h	179			256			803			606		
Approach Delay, s/veh	10.6			14.3			9.2			9.1		
Approach LOS	В			В			Α			Α		
Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s	21.0		17.3		21.0		17.3					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	15.0		13.0		15.0		13.0					
Max Q Clear Time (g_c+I1), s	8.5		4.4		6.9		11.3					
Green Ext Time (p_c), s	2.2		0.5		2.2		0.1					
Intersection Summary												
HCM 6th Ctrl Delay		10.0										
HCM 6th LOS		Α										

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4		1102	4	· · · ·	ሻ	\$	TTDIT	ሻ	<u>\$</u>	ODIT
Traffic Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	9	2
Mvmt Flow	22	21	11	4	15	33	16	271	17	33	216	33
Major/Minor I	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	635	619	233	627	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-	-	-	-	-	-	-
Stage 2	336	320	-	315	315	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	391	404	806	396	400	759	1317	-	-	1274	-	-
Stage 1	710	666	-	699	658	-	-	-	-	-	-	-
Stage 2	678	652	-	696	656	-	-	-	-	-	-	-
Platoon blocked, %							40.1=	-	-	40=	-	-
Mov Cap-1 Maneuver	353	389	806	364	385	759	1317	-	-	1274	-	-
Mov Cap-2 Maneuver	353	389	-	364	385	-	-	-	-	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	-	-
Stage 2	626	644	-	648	639	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.9			12.2			0.4			0.9		
HCM LOS	В			В								
Minor Lane/Major Mvm	nt	NBL	NBT	NBR	EBLn1V	VBLn1	SBL	SBT	SBR			
Capacity (veh/h)		1317	-	-	416	552	1274	-				
HCM Lane V/C Ratio		0.012	-	-	0.128			-	-			
HCM Control Delay (s)		7.8	-	-	14.9	12.2	7.9	-	-			
HCM Lane LOS		Α	-	-	В	В	Α	-	-			
HCM 95th %tile Q(veh))	0	-	-	0.4	0.3	0.1	-	-			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79
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	1618	1618	1618	1604	1604	1604	1900	1707	1707	1159	1693	1693
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	19	19	19	20	20	20	0	13	13	50	14	14
Cap, veh/h	265	30	58	149	147	67	432	933	37	400	806	137
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.57	0.57	0.57	0.57	0.57	0.57
Sat Flow, veh/h	797	173	335	281	847	387	839	1630	65	588	1409	240
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591
Grp Sat Flow(s),veh/h/ln	1305	0	0	1515	0	0	839	0	1696	588	0	1649
Q Serve(g_s), s	5.2	0.0	0.0	0.0	0.0	0.0	0.9	0.0	7.1	0.4	0.0	11.3
Cycle Q Clear(g_c), s	6.5	0.0	0.0	1.2	0.0	0.0	12.2	0.0	7.1	7.5	0.0	11.3
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15
Lane Grp Cap(c), veh/h	353	0	0	364	0	0	432	0	970	400	0	944
V/C Ratio(X)	0.53	0.00	0.00	0.13	0.00	0.00	0.05	0.00	0.45	0.02	0.00	0.63
Avail Cap(c_a), veh/h	429	0	0	445	0	0	432	0	970	400	0	944
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	0.0	16.6	0.0	0.0	10.8	0.0	5.8	8.0	0.0	6.7
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.5	0.1	0.0	3.1
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	1.9	0.0	0.0	0.4	0.0	0.0	0.2	0.0	2.2	0.0	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.9	0.0	0.0	16.8	0.0	0.0	11.0	0.0	7.4	8.1	0.0	9.9
LnGrp LOS	<u>B</u>	A	A	В	A	A	В	A	A	A	A	A
Approach Vol, veh/h		187			47			464			599	
Approach Delay, s/veh		19.9			16.8			7.6			9.8	
Approach LOS		В			В			Α			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		33.0		14.2		33.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		27.0		11.0		27.0		11.0				
Max Q Clear Time (g_c+I1), s		0.0		8.5		0.0		3.2				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			10.7									
HCM 6th LOS			В									

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Movement EB	_ E8	T EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	é	À		4		ሻ	ĵ.		ሻ	f)		
Traffic Volume (veh/h) 1			123	216	34	25	242	124	71	113	7	
Future Volume (veh/h) 1) 17	9 67	123	216	34	25	242	124	71	113	7	
Initial Q (Qb), veh)	0 0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.0		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		0		No			No			No		
Adj Sat Flow, veh/h/ln 173			1752	1752	1752	1841	1841	1841	1707	1544	1544	
Adj Flow Rate, veh/h 1			134	235	37	27	263	135	77	123	8	
Peak Hour Factor 0.9			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 1		1 11	10	10	10	4	4	4	13	24	24	
Cap, veh/h 10			262	366	51	515	384	197	301	481	31	
Arrive On Green 0.3			0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34	
Sat Flow, veh/h 2			391	990	138	1239	1146	588	901	1434	93	
Grp Volume(v), veh/h 27		0 0	406	0	0	27	0	398	77	0	131	
Grp Sat Flow(s), veh/h/ln164		0 0	1519	0	0	1239	0	1735	901	0	1528	
Q Serve(g_s), s 0.			3.6	0.0	0.0	0.7	0.0	8.0	3.3	0.0	2.5	
Cycle Q Clear(g_c), s 5.			8.7	0.0	0.0	3.2	0.0	8.0	11.3	0.0	2.5	
Prop In Lane 0.0		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h 70		0 0	679	0	0	515	0	581	301	0	512	
V/C Ratio(X) 0.4			0.60	0.00	0.00	0.05	0.00	0.68	0.26	0.00	0.26	
Avail Cap(c_a), veh/h 93		0 0	887	0	0	619	0	726	376	0	639	
HCM Platoon Ratio 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.0			1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh 9.			10.7	0.0	0.0	11.0	0.0	11.6	16.5	0.0	9.8	
Incr Delay (d2), s/veh 0.			0.8	0.0	0.0	0.0	0.0	1.9	0.4	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	
%ile BackOfQ(50%),veh/ln1.		0.0	2.0	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5	
Unsig. Movement Delay, s/v		0 00	44 E	0.0	0.0	11 0	0.0	10.0	17.0	0.0	10.1	
LnGrp Delay(d),s/veh 10.			11.5	0.0	0.0	11.0	0.0	13.6	17.0	0.0	10.1	
		A A	В	A 400	A	В	A 405	В	В	A	В	
Approach Vol, veh/h	27			406			425			208		
Approach Delay, s/veh	10			11.5			13.4			12.6		
Approach LOS		В		В			В			В		
Timer - Assigned Phs		2	4		6		8					
Phs Duration (G+Y+Rc), s	19		21.0		19.6		21.0					
Change Period (Y+Rc), s		0	6.0		6.0		6.0					
Max Green Setting (Gmax),			21.0		17.0		21.0					
Max Q Clear Time (g_c+l1),			7.2		13.3		10.7					
Green Ext Time (p_c), s	1	3	1.2		0.3		1.8					
Intersection Summary												
HCM 6th Ctrl Delay		12.0										
HCM 6th LOS		В										

Synchro 10 Report Page 2 CDM Smith

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR		٠	→	•	•	←	•	4	†	/	/	ţ	✓	
Traffic Volume (veh/h)	Movement		EBT	EBR		WBT	WBR						SBR	
Future Volume (veh/h) 31	Lane Configurations		٦							7				
Initial Q (Qb), veh			44		285	11								
Ped-Bike Adji(A_pbT) 1.00										315				
Parking Bus Adj 1.00	Initial Q (Qb), veh		0			0			0			0		
Mork Zone On Ápproach														
Acj Sat Flow, veh/h/ln 1900 1870 1870 1870 1870 1870 1870 1752 1796 1870 1767 767 Acj Flow Rate, veh/h 34 48 68 310 12 33 55 418 342 47 568 93 Pereak Hour Factor 92 0.93 0.03 0.38 0.38 0.38 1.08 1.08 0.03 0.83 0.38 0.38 0.03 0.38 0.03 0.03 0.83 0.03 0.03 0.83 0.03 0.03 0.82 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.03 0.				1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Flow Rate, veh/h 34 48 68 310 12 33 55 418 342 47 568 93 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92														
Peak Hour Factor														
Percent Heavy Veh,														
Cap, veh/h 603 228 322 531 143 394 340 1280 594 383 1083 177 Arrive On Green 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.32														
Arrive On Green 0.32 0.32 0.32 0.32 0.32 0.32 0.32 0.38 0.38 0.38 0.38 0.38 0.38 0.38 Sat Flow, veh/h 1383 700 992 1276 441 1212 725 3413 1585 706 2888 472 Grp Volume(v), veh/h 34 0 116 310 0 45 55 418 342 47 329 332 Grp Sat Flow(s), veh/h11383 0 1692 1276 0 1652 7725 1706 1585 706 1678 1682 Q Serve(g_s), s 0.7 0.0 2.0 9.3 0.0 0.8 2.6 3.5 6.9 2.0 6.1 6.1 Cycle Q Clear(g_c), s 1.5 0.0 2.0 11.3 0.0 0.8 8.7 3.5 6.9 5.5 6.1 6.1 Prop In Lane 1.00 0.59 1.00 0.73 1.00 1.00 1.00 0.28 Lane Grp Cap(c), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 V/C Ratio(X) 0.06 0.00 0.21 0.58 0.00 0.08 0.16 0.33 0.58 0.12 0.52 0.53 Avail Cap(c_a), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 HCM Platon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Sat Flow, veh/h 1383 700 992 1276 441 1212 725 3413 1585 706 2888 472 Gry Volume(v), veh/h 34 0 116 310 0 45 55 418 342 47 329 332 Gry Sat Flow(s), veh/h/In/1383 0 1692 1276 0 1652 725 1706 1585 706 1678 1682 Q Serve(g. s), s 0.7 0.0 2.0 9.3 0.0 0.8 2.6 3.5 6.9 2.0 6.1 6.1 Cycle Q Clear(g. c), s 1.5 0.0 2.0 11.3 0.0 0.8 8.7 3.5 6.9 5.5 6.1 6.1 Prop In Lane 1.00 0.0 550 531 0 537 340 1280 594 383 629 631 V/C Ratio(X) 0.06 0.0 0.25 0.58 0.00 0.08 0.16 0.33														
Grp Volume(v), veh/h 34 0 116 310 0 45 55 418 342 47 329 332 Grp Sat Flow(s), veh/h/ln1383 0 1692 1276 0 1652 725 1706 1585 706 1678 1682 Q Serve(g.s), s 0.7 0.0 2.0 9.3 0.0 0.8 2.6 3.5 6.9 2.0 6.1 6.1 Cycle Q Clear(g.c), s 1.5 0.0 2.0 11.3 0.0 0.8 8.7 3.5 6.9 2.5 6.1 6.1 Prop In Lane 1.00 0.59 1.00 0.73 1.00 1.00 1.00 0.02 Lane Grp Cap(c), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 V/C Ratio(X) 0.0 0.0 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00														
Grp Sat Flow(s), veh/h/ln1383	Sat Flow, veh/h	1383	700	992		441	1212	725	3413	1585	706	2888		
Q Serve(g_s), s	Grp Volume(v), veh/h	34	0	116	310	0	45	55	418	342	47	329	332	
Cycle Q Clear(g_c), s 1.5 0.0 2.0 11.3 0.0 0.8 8.7 3.5 6.9 5.5 6.1 6.1 Prop In Lane 1.00 0.59 1.00 0.73 1.00 1.00 1.00 0.28 Lane GP Cap(c), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 V/C Ratio(X) 0.06 0.00 0.21 0.58 0.00 0.08 0.16 0.33 0.58 0.12 0.53 Avail Cap(c_a), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 HCM Platoon Ratio 1.00 <	Grp Sat Flow(s), veh/h/ln2	1383	0	1692	1276	0	1652	725	1706	1585	706	1678	1682	
Prop In Lane	Q Serve(g_s), s		0.0			0.0								
Lane Grp Cap(c), veh/h 603	Cycle Q Clear(g_c), s		0.0	2.0	11.3	0.0	0.8		3.5	6.9		6.1		
V/C Ratio(X) 0.06 0.00 0.21 0.58 0.00 0.08 0.16 0.33 0.58 0.12 0.52 0.53 Avail Cap(c_a), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 HCM Platoon Ratio 1.00	Prop In Lane	1.00			1.00			1.00						
Avail Cap(c_a), veh/h 603 0 550 531 0 537 340 1280 594 383 629 631 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h	603		550	531	0	537	340	1280	594		629		
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0.00	0.21		0.00								
Upstream Filter(I) 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.0	Avail Cap(c_a), veh/h	603	0	550	531	0	537		1280	594	383	629		
Uniform Delay (d), s/veh 9.9 0.0 9.8 13.9 0.0 9.4 13.1 8.9 10.0 10.9 9.7 9.7 Incr Delay (d2), s/veh 0.0 0.0 0.0 0.2 1.6 0.0 0.1 0.2 0.1 1.4 0.1 0.8 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.			1.00	1.00	1.00	1.00	1.00							
Incr Delay (d2), s/veh	Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Q Delay(d3),s/veh	Uniform Delay (d), s/veh	9.9	0.0			0.0								
%ile BackOfQ(50%), veh/lr0.2 0.0 0.6 1.9 0.0 0.2 0.3 0.8 1.7 0.2 1.5 1.5 Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 9.9 0.0 10.0 15.5 0.0 9.4 13.3 9.1 11.3 11.0 10.5 10.5 LnGrp LOS A A A B A A B B B B Approach Vol, veh/h 150 355 815 708 Approach Delay, s/veh 10.0 14.7 10.3 10.6 Approach LOS A B B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 13.0 Max Q Clear Time (g_c+l1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0	Incr Delay (d2), s/veh	0.0	0.0	0.2	1.6	0.0	0.1	0.2	0.1		0.1	0.8		
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 9.9 0.0 10.0 15.5 0.0 9.4 13.3 9.1 11.3 11.0 10.5 10.5 LnGrp LOS A A A B B B B B Approach Vol, veh/h 150 355 815 708 Approach Delay, s/veh 10.0 14.7 10.3 10.6 Approach LOS A B B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 13.0 Max Q Clear Time (g_c+I1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1														
LnGrp Delay(d),s/veh 9.9 0.0 10.0 15.5 0.0 9.4 13.3 9.1 11.3 11.0 10.5 10.5 LnGrp LOS A A A B A B B B B B Approach Vol, veh/h 150 355 815 708 Approach Delay, s/veh 10.0 14.7 10.3 10.6 Approach LOS A B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 13.0 Max Q Clear Time (g_c+l1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	%ile BackOfQ(50%),veh/	/lr0.2	0.0	0.6	1.9	0.0	0.2	0.3	0.8	1.7	0.2	1.5	1.5	
LnGrp LOS A A A B A B D C C C C C C C D C C C D	Unsig. Movement Delay,	s/veh												
Approach Vol, veh/h 150 355 815 708 Approach Delay, s/veh 10.0 14.7 10.3 10.6 Approach LOS A B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 13.0 Max Q Clear Time (g_c+l1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	LnGrp Delay(d),s/veh	9.9	0.0	10.0	15.5			13.3		11.3				
Approach Delay, s/veh 10.0 14.7 10.3 10.6 Approach LOS A B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 13.0 Max Q Clear Time (g_c+l1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	LnGrp LOS	Α	Α	Α	В	Α	Α	В	Α	В	В	В	В	
Approach LOS A B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 13.0 Max Q Clear Time (g_c+I1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Approach Vol, veh/h		150			355			815			708		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 21.0 19.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 Max Q Clear Time (g_c+I1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Approach Delay, s/veh		10.0			14.7			10.3			10.6		
Phs Duration (G+Y+Rc), s 21.0 19.0 21.0 19.0 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 15.0 Max Q Clear Time (g_c+I1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Approach LOS		Α			В			В			В		
Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 15.0 13.0 Max Q Clear Time (g_c+I1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Timer - Assigned Phs		2		4		6		8					
Max Green Setting (Gmax), s 15.0 13.0 15.0 13.0 Max Q Clear Time (g_c+l1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Phs Duration (G+Y+Rc),	s	21.0		19.0		21.0		19.0					
Max Q Clear Time (g_c+I1), s 10.7 4.0 8.1 13.3 Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Change Period (Y+Rc), s	3	6.0		6.0		6.0		6.0					
Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Max Green Setting (Gma	ax), s	15.0		13.0		15.0		13.0					
Green Ext Time (p_c), s 1.7 0.4 2.3 0.0 Intersection Summary HCM 6th Ctrl Delay 11.1	Max Q Clear Time (g_c+	l1), s	10.7		4.0		8.1		13.3					
HCM 6th Ctrl Delay 11.1			1.7		0.4		2.3		0.0					
HCM 6th Ctrl Delay 11.1	Intersection Summary													
				11.1										
	HCM 6th LOS													

Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT SBR	•	→	•	•	←	•	4	†	/	/	ļ	4	
Traffic Volume (veh/h) 58 159 172 105 121 78 103 304 20 67 378 110 Future Volume (veh/h) 58 159 172 105 121 78 103 304 20 67 378 110 Initial Q (Qb), yeh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Movement EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Future Volume (veh/h) 58 159 172 105 121 78 103 304 20 67 378 110 Initial Q(Qb), veh 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	Lane Configurations	4		¥	•	7	¥	+	7	¥	f)		
Initial Q (Qb), veh 0 1.00				105									
Ped-Bike Adji(A_pbT)													
Parking Bus, Adj 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0					0			0			0		
Work Zone On Ápproach No	, , ,												
Adj Sat Flow, veh/h 1796 1796 1841 1841 1722 1856 1737 1870 1559 1693 1693 Adj Flow Rate, veh/h 63 173 187 114 132 85 112 330 22 73 411 120 Peak Hour Factor 0.92	O , ,		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Flow Rate, veh/h 63 173 187 114 132 85 112 330 22 73 411 120 Peak Hour Factor 0.92 0.82 2 1 4 14 14 14 14 14 14 14 14 14 14 14 14 1	• • • • • • • • • • • • • • • • • • • •												
Peak Hour Factor 0.92													
Percent Heavy Veh, % 7 7 7 7 4 4 4 12 3 11 2 23 14 14 Cap, veh/h 131 223 214 363 565 448 305 782 713 421 566 165 Arrive On Green 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.45 0.45 0.45 0.45 0.45 0.45 Sat Flow, veh/h 154 725 697 1005 1841 1459 866 1737 1585 858 1259 368 Gry Volume(v), veh/h 423 0 0 114 132 85 112 330 22 73 0 531 Grp Sat Flow(s),veh/h/ln1577 0 0 1005 1841 1459 866 1737 1585 858 0 1626 Q Serve(g_s), s 7.5 0.0 0.0 0.0 0.0 2.6 2.1 6.0 6.4 0.4 3.1 0.0 13.2 Cycle Q Clear(g_e), s 12.4 0.0 0.0 7.4 2.6 2.1 19.2 6.4 0.4 9.5 0.0 13.2 Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 1.00 1.00													
Cap, veh/h 131 223 214 363 565 448 305 782 713 421 566 165 Arrive On Green 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.45 0.40 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <													
Arrive On Green 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.31 0.45 0.68 0 0 100 1.00	, ,												
Sat Flow, veh/h 154 725 697 1005 1841 1459 866 1737 1585 858 1259 368 Grp Volume(v), veh/h 423 0 0 114 132 85 112 330 22 73 0 531 Grp Sat Flow(s), veh/h/n1577 0 0 1005 1841 1459 866 1737 1585 858 0 1626 Q Serve(g_s), s 7.5 0.0 0.0 7.4 2.6 2.1 6.0 6.4 0.4 3.1 0.0 13.2 Cycle Q Clear(g_c), s 12.4 0.0 0.0 7.4 2.6 2.1 19.2 6.4 0.4 9.5 0.0 13.2 Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.23 Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0													
Grp Volume(v), veh/h 423 0 0 114 132 85 112 330 22 73 0 531 Grp Sat Flow(s), veh/h/ln1577 0 0 1005 1841 1459 866 1737 1585 858 0 1626 Q Serve(g_s), s 7.5 0.0 0.0 0.0 2.6 2.1 6.0 6.4 0.4 3.1 0.0 13.2 Cycle Q Clear(g_c), s 12.4 0.0 0.0 7.4 2.6 2.1 19.2 6.4 0.4 9.5 0.0 13.2 Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 1.00 0.23 Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0 732 V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.73 Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0													
Grp Sat Flow(s),veh/h/ln1577 0 0 1005 1841 1459 866 1737 1585 858 0 1626 Q Serve(g_s), s 7.5 0.0 0.0 0.0 2.6 2.1 6.0 6.4 0.4 3.1 0.0 13.2 Cycle Q Clear(g_c), s 12.4 0.0 0.0 7.4 2.6 2.1 19.2 6.4 0.4 9.5 0.0 13.2 Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 1.00 0.23 Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0 732 V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.03 V/C Ratio(X) 0.74 0.00 0.00 0.01 0.10 1.00 0.00 0.77 0.77 0.00			697	1005	1841	1459					1259		
Q Serve(g_s), s 7.5 0.0 0.0 0.0 2.6 2.1 6.0 6.4 0.4 3.1 0.0 13.2 Cycle Q Clear(g_c), s 12.4 0.0 0.0 7.4 2.6 2.1 19.2 6.4 0.4 9.5 0.0 13.2 Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.23 Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0 732 V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.73 Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 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 1.00 1.00 1.00 1.00 1.00<	Grp Volume(v), veh/h 423	0	0	114							0		
Cycle Q Clear(g_c), s 12.4 0.0 0.0 7.4 2.6 2.1 19.2 6.4 0.4 9.5 0.0 13.2 Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 0.23 Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0 732 V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.73 Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 HCM Platoon Ratio 1.00	Grp Sat Flow(s), veh/h/ln1577	0	0	1005	1841	1459	866	1737	1585	858	0		
Prop In Lane 0.15 0.44 1.00 1.00 1.00 1.00 1.00 1.00 0.23 Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0 732 V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.073 Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 HCM Platoon Ratio 1.00											0.0		
Lane Grp Cap(c), veh/h 568 0 0 363 565 448 305 782 713 421 0 732 V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.73 Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	7 (0- //		0.0	7.4	2.6	2.1		6.4			0.0		
V/C Ratio(X) 0.74 0.00 0.00 0.31 0.23 0.19 0.37 0.42 0.03 0.17 0.00 0.73 Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 HCM Platoon Ratio 1.00 <td>•</td> <td></td> <td>0.44</td> <td>1.00</td> <td></td> <td>1.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•		0.44	1.00		1.00							
Avail Cap(c_a), veh/h 688 0 0 441 709 562 336 845 771 452 0 791 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	Lane Grp Cap(c), veh/h 568	0	0	363	565	448	305	782		421	0		
HCM Platoon Ratio 1.00 1.11 1.11 1.11 1.11 1.11 1.00 1.			0.00	0.31	0.23						0.00		
Upstream Filter(I) 1.00 0.00 0.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00 1.11 1	Avail Cap(c_a), veh/h 688	0		441	709	562		845	771				
Uniform Delay (d), s/veh 16.1 0.0 0.0 14.4 12.8 12.6 18.9 9.2 7.6 12.4 0.0 11.1 Incr Delay (d2), s/veh 3.6 0.0 0.0 0.5 0.2 0.2 1.1 0.5 0.0 0.3 0.0 3.5 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.			1.00	1.00	1.00	1.00					1.00		
Incr Delay (d2), s/veh	Upstream Filter(I) 1.00	0.00	0.00	1.00	1.00		1.00	1.00			0.00		
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.	Uniform Delay (d), s/veh 16.1	0.0	0.0	14.4	12.8	12.6			7.6				
%ile BackOfQ(50%),veh/lnfl.4 0.0 0.0 1.0 1.0 0.6 1.2 2.1 0.1 0.6 0.0 4.6 Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 19.6 0.0 0.0 14.9 13.0 12.8 20.0 9.7 7.6 12.7 0.0 14.5 LnGrp LOS B A A B B B B A A B Approach Vol, veh/h 423 331 464 604 Approach Delay, s/veh 19.6 13.6 12.1 14.3 Approach LOS B B B B B B B B B B B B B B B B B B B	Incr Delay (d2), s/veh 3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0		
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 19.6 0.0 0.0 14.9 13.0 12.8 20.0 9.7 7.6 12.7 0.0 14.5 LnGrp LOS B A A B B B B A A B Approach Vol, veh/h 423 331 464 604 Approach Delay, s/veh 19.6 13.6 12.1 14.3 Approach LOS B B B B B B Timer - Assigned Phs 2 4 6 8													
LnGrp Delay(d),s/veh 19.6 0.0 0.0 14.9 13.0 12.8 20.0 9.7 7.6 12.7 0.0 14.5 LnGrp LOS B A A B B B B A A B B Approach Vol, veh/h 423 331 464 604 Approach Delay, s/veh 19.6 13.6 12.1 14.3 Approach LOS B B B B Timer - Assigned Phs 2 4 6 8	%ile BackOfQ(50%),veh/lr4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
LnGrp LOS B A A B B B B A A B A B B B A B B B A B													
Approach Vol, veh/h 423 331 464 604 Approach Delay, s/veh 19.6 13.6 12.1 14.3 Approach LOS B B B B Timer - Assigned Phs 2 4 6 8	LnGrp Delay(d),s/veh 19.6	0.0	0.0	14.9			20.0		7.6	12.7		14.5	
Approach Delay, s/veh 19.6 13.6 12.1 14.3 Approach LOS B B B B Timer - Assigned Phs 2 4 6 8	LnGrp LOS E	Α	Α	В	В	В	В	Α	Α	В	Α	В	
Approach LOS B B B B Timer - Assigned Phs 2 4 6 8	Approach Vol, veh/h	423			331			464			604		
Timer - Assigned Phs 2 4 6 8		19.6			13.6			12.1			14.3		
	Approach LOS	В			В			В			В		
	Timer - Assigned Phs	2		4		6		8					
Phs Duration (G+Y+Rc), s 28.2 21.1 28.2 21.1	Phs Duration (G+Y+Rc), s	28.2		21.1		28.2		21.1					
Change Period (Y+Rc), s 6.0 6.0 6.0 6.0	Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s 24.0 19.0 24.0 19.0				19.0		24.0		19.0					
Max Q Clear Time (g_c+l1), s 21.2 14.4 15.2 9.4	Max Q Clear Time (g_c+l1),	21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s 1.1 0.7 4.0 0.9				0.7		4.0		0.9					
Intersection Summary	Intersection Summary												
HCM 6th Ctrl Delay 14.9			14.9										
HCM 6th LOS B													

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			स	7	ች	ħβ		*	ħβ	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	•	1.00	1.00	*	1.00	1.00	-	1.00	1.00	•	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/h		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37	0.0	0.50	0.94	0.0	1.00	1.00	7.0	0.26	1.00	1.1	0.08
Lane Grp Cap(c), veh/h		0	0.50	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	186	0.00	0.00	232	0.00	183	165	1117	1123	496	692	718
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	1.0	0.0	0.4	0.0	1.0	1.0	0.0	2.4	2.5
Unsig. Movement Delay			0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	۷.٦	2.0
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	Α	Α	20.0 C	Α	22.5 C	41.2 D	Α	7.5 A	В	В	В
Approach Vol, veh/h		40			121			507		<u> </u>	715	<u> </u>
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C C			23.4 C			Α.Δ			14.3 R	
											U	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 30		5.0	* 4.2	* 19		5.9				
Max Q Clear Time (g_c	:+I1), s	6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s	S	6.7		0.0	0.0	4.1		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	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, %	13	13	13	7	7	7	38	38	38	6	6	6	
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62	
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/lr	า1658	0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0	
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	ո 4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Initial Q Delay(d3),s/veh	า 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%),vel	n/lr0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		257			282			59			100		
Approach Delay, s/veh		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	١ ٩	21.0		8.9		21.0		8.9					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.8		3.3		4.7		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
		1.2		0.0		1.1		0.1					
Intersection Summary			0.0										
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	†	7	ň	f)		*	ĵ.		*	f)	
Traffic Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
Future Volume (veh/h)	77	88	133	50	100	176	126	319	40	80	347	54
nitial 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 Approac	ch	No			No			No			No	
Adj Sat Flow, veh/h/ln	1826	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	54	109	191	137	347	43	87	377	59
Peak Hour Factor	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, %	5	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	276	370		460	146	256	378	646	80	419	625	98
Arrive On Green	0.26	0.26	0.00	0.26	0.26	0.26	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	1054	1411	1196	1300	557	975	839	1528	189	907	1479	231
Grp Volume(v), veh/h	84	96	0	54	0	300	137	0	390	87	0	436
Grp Sat Flow(s),veh/h/li	n1054	1411	1196	1300	0	1532	839	0	1718	907	0	1710
Q Serve(g_s), s	3.0	2.1	0.0	1.3	0.0	6.9	5.8	0.0	6.5	3.0	0.0	7.5
Cycle Q Clear(g_c), s	9.9	2.1	0.0	3.4	0.0	6.9	13.3	0.0	6.5	9.5	0.0	7.5
Prop In Lane	1.00		1.00	1.00		0.64	1.00		0.11	1.00		0.14
Lane Grp Cap(c), veh/h		370		460	0	402	378	0	727	419	0	723
V/C Ratio(X)	0.30	0.26		0.12	0.00	0.75	0.36	0.00	0.54	0.21	0.00	0.60
Avail Cap(c_a), veh/h	276	370		460	0	402	419	0	811	463	0	807
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/vel		11.1	0.0	12.5	0.0	12.9	13.7	0.0	8.2	11.8	0.0	8.5
Incr Delay (d2), s/veh	0.6	0.4	0.0	0.1	0.0	7.5	0.6	0.0	0.6	0.2	0.0	1.0
Initial Q Delay(d3),s/vel		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%),vel		0.5	0.0	0.3	0.0	2.3	0.9	0.0	1.5	0.5	0.0	1.8
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	18.0	11.5	0.0	12.6	0.0	20.4	14.2	0.0	8.8	12.0	0.0	9.6
LnGrp LOS	В	В		В	Α	С	В	Α	Α	В	Α	Α
Approach Vol, veh/h		180	Α		354			527			523	
Approach Delay, s/veh		14.6			19.2			10.2			10.0	
Approach LOS		В			В			В			Α	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc)) s	22.1		16.0		22.1		16.0				
Change Period (Y+Rc),	, .	6.0		6.0		6.0		6.0				
Max Green Setting (Gm		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c	, .	15.3		11.9		11.5		8.9				
Green Ext Time (p_c), s	, .	0.8		0.0		1.7		0.3				
		0.0		0.0		1.7		J.2				
Intersection Summary			10.0									
HCM 6th Ctrl Delay			12.6									
HCM 6th LOS			В									
Notes												

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

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Int Delay, siveh 3.1	Intersection												
Lane Configurations		3.1											
Traffic Vol, veh/h	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	Lane Configurations		4			4		ሻ	î,		ħ	î,	
Conflicting Peds, #/hr Stop Stop Stop Stop Stop Stop Stop Stop Free Fre	Traffic Vol, veh/h	43		13	10		27	15		15	20		20
Sign Control Stop	Future Vol, veh/h	43	14	13	10	10	27	15	256	15	20	168	20
Sign Control Stop Stop Stop Stop Stop Stop Stop Stop Stop Tree Free	Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
RT Channelized	Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
Veh in Median Storage, # - 0			-				None	_	-	None	-	-	None
Veh in Median Storage, # - 0	Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Grade, %		e,# -	0	-	-	0	-	_	0	-	-	0	-
Heavy Vehicles, % 2 2 2 2 2 2 2 2 2		-	0	-	-	0	-	-	0	-	-	0	-
Mymt Flow 47 15 14 11 11 29 16 278 16 22 183 22 Major/Minor Minor2 Minor1 Major1 Major2 Conflicting Flow All 576 564 194 571 567 286 205 0 0 294 0 0 Stage 1 238 238 - 318 318 - </td <td>Peak Hour Factor</td> <td>92</td>	Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Mymt Flow 47 15 14 11 11 29 16 278 16 22 183 22 Major/Minor Minor2 Minor1 Major1 Major2 Conflicting Flow All 576 564 194 571 567 286 205 0 0 294 0 0 Stage 1 238 238 - 318 318 - </td <td>Heavy Vehicles, %</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>2</td> <td>8</td> <td>2</td> <td>2</td> <td>20</td> <td>2</td>	Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	20	2
Conflicting Flow All 576 564 194 571 567 286 205 0 0 294 0 0 Stage 1 238 238 - 318 318 Stage 2 338 326 - 253 249		47	15	14	11	11	29	16	278	16	22	183	22
Conflicting Flow All 576 564 194 571 567 286 205 0 0 294 0 0 Stage 1 238 238 - 318 318 Stage 2 338 326 - 253 249													
Stage 1	Major/Minor	Minor2			Minor1			Major1		l	Major2		
Stage 2 338 326 - 253 249 -	Conflicting Flow All	576	564	194	571	567	286	205	0	0	294	0	0
Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 - 4.12 - - - - 4.12 -	Stage 1	238	238	-	318	318	-	-	-	-	-	-	-
Critical Hdwy 7.12 6.52 6.22 7.12 6.52 6.22 4.12 - 4.12 - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - - </td <td>Stage 2</td> <td>338</td> <td>326</td> <td>-</td> <td>253</td> <td>249</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td> <td>-</td>	Stage 2	338	326	-	253	249	-	-	-	-	-	-	-
Critical Hdwy Stg 1 6.12 5.52 - 6.12 5.52 -		7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 2 6.12 5.52 - 6.12 5.52 - <t< td=""><td>•</td><td></td><td>5.52</td><td>-</td><td>6.12</td><td>5.52</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td><td>-</td></t<>	•		5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy 3.518 4.018 3.318 3.518 4.018 3.318 2.218 - 2.218 - 5.218 Pot Cap-1 Maneuver 428 435 847 432 433 753 1366 - 1268 - 5.51		6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Pot Cap-1 Maneuver	•	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Stage 2 676 648 - 751 701		428	435	847	432	433	753	1366	-	-	1268	-	-
Stage 2 676 648 - 751 701	Stage 1	765	708	-	693	654	-	-	-	-	-	-	-
Platoon blocked, %		676	648	-	751	701	-	-	-	-	-	-	-
Mov Cap-2 Maneuver 394 422 - 404 420 - </td <td>Platoon blocked, %</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td>-</td> <td>-</td> <td></td> <td>-</td> <td>-</td>	Platoon blocked, %								-	-		-	-
Stage 1 756 696 - 685 646	Mov Cap-1 Maneuver	394		847	404	420	753	1366	-	-	1268	-	-
Stage 2 631 640 - 710 689 -	Mov Cap-2 Maneuver	394	422	-	404	420	-	-	-	-	-	-	-
Approach EB WB NB SB HCM Control Delay, s 14.8 12.1 0.4 0.8 HCM LOS B B B B Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 444 557 1268 - - HCM Lane V/C Ratio 0.012 - - 0.171 0.092 0.017 - - HCM Control Delay (s) 7.7 - 14.8 12.1 7.9 - - HCM Lane LOS A - B B A - -	Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
HCM Control Delay, s 14.8	Stage 2	631	640	-	710	689	-	-	-	-	-	-	-
HCM Control Delay, s 14.8													
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 444 557 1268 - - HCM Lane V/C Ratio 0.012 - - 0.171 0.092 0.017 - - HCM Control Delay (s) 7.7 - 14.8 12.1 7.9 - - HCM Lane LOS A - B B A - -	Approach	EB			WB			NB			SB		
Minor Lane/Major Mvmt NBL NBT NBR EBLn1WBLn1 SBL SBT SBR Capacity (veh/h) 1366 - - 444 557 1268 - - HCM Lane V/C Ratio 0.012 - - 0.171 0.092 0.017 - - HCM Control Delay (s) 7.7 - 14.8 12.1 7.9 - - HCM Lane LOS A - B B A - -	3 /	14.8			12.1			0.4			0.8		
Capacity (veh/h) 1366 - - 444 557 1268 - - HCM Lane V/C Ratio 0.012 - - 0.171 0.092 0.017 - - HCM Control Delay (s) 7.7 - - 14.8 12.1 7.9 - - HCM Lane LOS A - - B B A - -	HCM LOS	В			В								
Capacity (veh/h) 1366 - - 444 557 1268 - - HCM Lane V/C Ratio 0.012 - - 0.171 0.092 0.017 - - HCM Control Delay (s) 7.7 - - 14.8 12.1 7.9 - - HCM Lane LOS A - - B B A - -													
HCM Lane V/C Ratio 0.012 - - 0.171 0.092 0.017 - - HCM Control Delay (s) 7.7 - - 14.8 12.1 7.9 - - HCM Lane LOS A - B B A - -		nt		NBT	NBR				SBT	SBR			
HCM Control Delay (s) 7.7 14.8 12.1 7.9 HCM Lane LOS A B B A				-	-				-	-			
HCM Lane LOS A B B A				-	-				-	-			
			7.7	-	-	14.8	12.1	7.9	-	-			
HCM 95th %tile Q(veh) 0 0.6 0.3 0.1				-	-				-	-			
	HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-	-			

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Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ.		ř	ĵ.			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor	Major1			Major2			Minor1		ı	Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	_	_	473	473	-	371	371	
Stage 2	-	-	_	_	_	-	405	378	_	507	484	_
Critical Hdwy	4.12	_	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1		_	_	-	_	_	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	_	_	_	_	_	_	6.14	5.5	_	6.12	5.55	-
Follow-up Hdwy	2.218	_	_	2.263	_	_	3.536	4			4.045	3.318
Pot Cap-1 Maneuver	1283	_	_	1142	_	_	266	299	642	268	292	766
Stage 1		_	_	-	_	_	568	562	- 012	649	614	-
Stage 2	_	_	_	_	_	_	618	619	_	548	547	-
Platoon blocked, %		_	_		_	_	3.3	3.0		3.3	J 11	
Mov Cap-1 Maneuver	1283	_	_	1142	-	_	211	276	642	215	269	766
Mov Cap-2 Maneuver		_	_	-	_	_	211	276	- 012	215	269	-
Stage 1	_	_	-	_	-	_	547	541	_	625	588	-
Stage 2	_	_	_	_	_	_	529	592	_	468	527	_
							320	302		.00	J_1	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS	0.0			1.6			D			C		
										J		
Minor Lane/Major Mvm	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		270	1283	_	_	1142	_	_	292			
HCM Lane V/C Ratio			0.036	-	_		_	_	0.331			
HCM Control Delay (s)		30.9	7.9	_	_	8.3		_	23.3			
HCM Lane LOS		D	Α.5	_	-	Α	-	_	20.0 C			
HCM 95th %tile Q(veh))	2.6	0.1	_	_	0.1	_	_	1.4			
HOW SOUT FOUND WEVEL		2.0	J. I			0.1			1.7			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		ሻ	₽	
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716
Grp Sat Flow(s),veh/h/ln	1309	0	0	1794	0	0	718	0	1698	222	0	1655
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.7	0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9
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	2.0	0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7
LnGrp LOS	С	Α	Α	В	Α	Α	В	Α	Α	Α	Α	<u>B</u>
Approach Vol, veh/h		167			33			429			731	
Approach Delay, s/veh		23.1			19.5			6.6			10.6	
Approach LOS		С			В			Α			В	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		39.0		14.2		39.0		14.2				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		33.0		10.0		33.0		10.0				
Max Q Clear Time (g_c+l1), s		0.0		8.5		0.0		2.8				
Green Ext Time (p_c), s		0.0		0.1		0.0		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			11.1									
HCM 6th LOS			В									

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	f)		
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
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	1010		No		1=00	No	1000	1=01	No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1707	1707	1707	1722	1826	1826	1781	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	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	
Percent Heavy Veh, %	19	19	19	13	13	13	12	5	5	8	8	8 32	
Cap, veh/h Arrive On Green	101 0.37	410 0.37	154 0.37	174 0.37	465 0.37	52 0.37	473 0.33	366 0.33	197 0.33	293 0.33	545 0.33	0.33	
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	935	1664	99	
•	297	0	0	337	0	0	28	0	403	64	0	160	
Grp Volume(v), veh/h		0	0	1563	0	0	1129	0	1718	935	0	1764	
Grp Sat Flow(s),veh/h/ln Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	0.8	0.0	8.3	2.6	0.0	2.7	
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	10.9	0.0	2.7	
Prop In Lane	0.04	0.0	0.27	0.19	0.0	0.09	1.00	0.0	0.35	1.00	0.0	0.06	
Lane Grp Cap(c), veh/h	665	0	0.27	691	0	0.03	473	0	562	293	0	577	
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.72	0.22	0.00	0.28	
Avail Cap(c_a), veh/h	740	0	0	765	0	0	554	0	685	359	0	703	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.7	0.0	0.0	9.8	0.0	0.0	11.3	0.0	11.9	16.6	0.0	10.0	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	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	/ln1.3	0.0	0.0	1.5	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.7	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	10.2	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.7	17.0	0.0	10.2	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		297			337			431			224		
Approach Delay, s/veh		10.2			10.4			14.5			12.2		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	19.1		21.0		19.1		21.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		16.0		17.0		16.0		17.0					
Max Q Clear Time (g_c+	, .	10.3		8.0		12.9		8.4					
Green Ext Time (p_c), s		1.1		1.0		0.3		1.2					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			В										

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ች	7	ሻ	^	ħβ	
Traffic Volume (veh/h)	86	79	42	697	710	85
Future Volume (veh/h)	86	79	42	697	710	85
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac				No	No	
Adj Sat Flow, veh/h/ln	1811	1767	1781	1796	1752	1752
Adj Flow Rate, veh/h	93	86	46	758	772	92
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	9	8	7	10	10
Cap, veh/h	218	189	421	1669	1465	174
Arrive On Green	0.13	0.13	0.49	0.49	0.49	0.49
Sat Flow, veh/h	1725	1497	610	3503	3083	357
Grp Volume(v), veh/h	93	86	46	758	429	435
Grp Sat Flow(s),veh/h/lr		1497	610	1706	1664	1688
Q Serve(g_s), s	1.6	1.7	1.8	4.6	5.5	5.5
Cycle Q Clear(g_c), s	1.6	1.7	7.3	4.6	5.5	5.5
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	218	189	421	1669	814	825
V/C Ratio(X)	0.43	0.45	0.11	0.45	0.53	0.53
Avail Cap(c_a), veh/h	387	336	533	2297	1120	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		12.6	8.0	5.2	5.5	5.5
Incr Delay (d2), s/veh	1.3	1.7	0.1	0.2	0.5	0.5
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.5	0.0	0.5	0.6	0.6
Unsig. Movement Delay			0.1	0.5	0.0	0.0
			0.1	E 1	6.0	6.0
LnGrp Delay(d),s/veh	13.9	14.3	8.1	5.4	6.0	
LnGrp LOS	B	В	A	A	A	Α
Approach Vol, veh/h	179			804	864	
Approach Delay, s/veh	14.1			5.6	6.0	
Approach LOS	В			Α	Α	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc)) s	21.3		9.9		21.3
Change Period (Y+Rc),		6.0		6.0		6.0
Max Green Setting (Gm		21.0		7.0		21.0
Max Q Clear Time (g_c	, ,	9.3		3.7		7.5
Green Ext Time (p_c), s	5	6.0		0.1		6.8
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			Α			

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Movement EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBR		٠	→	•	•	←	•	4	†	/	/	ļ	4	
Traffic Volume (vehhh) 47	Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Future Volume (veh/h)	Lane Configurations		4		ň	+	7	ň	+	7	¥	ĥ		
Initial Q (Qb), veh														
Pad-Bike Adj(A_pbT)							65							
Parking Bus, Adj			0			0			0			0		
Work Zone On Approach	,, –,													
Adj Sat Flow, veh/h/In 1811 1816 517 49 Peak Hour Factor 0.92 0.29 0.29 0.29 0.29 0.29 0.29 0.27 0.47 <				1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Adj Flow Rate, veh/h 51 225 142 54 162 71 120 318 15 66 517 49 Peak Hour Factor 0.92 0.92 0.92 0.92 0.92 0.92 0.92 0.92														
Peak Hour Factor 0.92 0.93 0.93 0.94 1.75 1.71 0.94 1.74 0.47														
Percent Heavy Veh, % 6 6 6 6 5 10 27 8 9 6 30 12 12 Cap, veh/h 117 280 163 348 514 373 305 825 716 429 723 69 Arrive On Green 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47 0.47 Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/in1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.3 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Cap, veh/h 117 280 163 348 514 373 305 825 716 429 723 69 Arrive On Green 0.29 0.29 0.29 0.29 0.29 0.29 0.29 0.47 0.47 0.47 0.47 0.47 0.47 Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/in1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.3 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.8 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Arrive On Green														
Sat Flow, veh/h 123 955 555 991 1752 1271 805 1767 1535 815 1549 147 Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), vehrh/lin1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 2.0 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.09 1.00 1.00 1.00 1.00 0.00 0.00 0.00 0.00 0.00 0.00 0.00 <td></td>														
Grp Volume(v), veh/h 418 0 0 54 162 71 120 318 15 66 0 566 Grp Sat Flow(s), veh/h/In1633 0 0 991 1752 1271 805 1767 1535 815 0 1696 Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.6 2.1 7.0 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoan Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0														
Grp Sat Flow(s),veh/h/ln1633	Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549		
Q Serve(g_s), s 6.7 0.0 0.0 0.0 3.6 2.1 7.0 5.9 0.3 2.9 0.0 13.4 Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 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 1.00 1.00 1.00 1.00 1.00 1.00 1.00<	Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Cycle Q Clear(g_c), s 12.1 0.0 0.0 3.3 3.6 2.1 20.4 5.9 0.3 8.7 0.0 13.4 Prop In Lane 0.12 0.34 1.00 1.00 1.00 1.00 1.00 0.09 Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00	Grp Sat Flow(s), veh/h/ln2	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Prop In Lane			0.0									0.0		
Lane Grp Cap(c), veh/h 560 0 0 348 514 373 305 825 716 429 0 791 V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	, (O—),		0.0	0.0		3.6	2.1	20.4	5.9			0.0		
V/C Ratio(X) 0.75 0.00 0.00 0.16 0.32 0.19 0.39 0.39 0.02 0.15 0.00 0.72 Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 <td>•</td> <td></td> <td></td> <td>0.34</td> <td>1.00</td> <td></td> <td>1.00</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	•			0.34	1.00		1.00							
Avail Cap(c_a), veh/h 666 0 0 413 630 457 331 883 767 456 0 847 HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0			0	0	348	514	373		825			0		
HCM Platoon Ratio 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.0	V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Upstream Filter(I) 1.00 0.00 1.00 1.00 1.00 1.00 1.00 1.0	Avail Cap(c_a), veh/h	666	0		413	630	457		883	767	456	0		
Uniform Delay (d), s/veh 16.7			1.00	1.00	1.00	1.00	1.00					1.00		
Incr Delay (d2), s/veh 3.8 0.0 0.0 0.2 0.3 0.2 1.2 0.4 0.0 0.2 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 0.0 0.	Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
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.	Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8						0.0		
%ile BackOfQ(50%),veh/lr4.5 0.0 0.0 0.4 1.3 0.5 1.3 1.9 0.1 0.5 0.0 4.7 Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 64 64 8 8 8 8 8 8 8 8 8 8 7 7 64	Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	0.0		
Unsig. Movement Delay, s/veh LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS														
LnGrp Delay(d),s/veh 20.5 0.0 0.0 13.9 14.1 13.5 20.0 9.1 7.2 11.7 0.0 13.7 LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	%ile BackOfQ(50%),veh/	/ln4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
LnGrp LOS C A A B B B C A A B A B Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6		s/veh												
Approach Vol, veh/h 418 287 453 632 Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9		13.5			7.2	11.7		13.7	
Approach Delay, s/veh 20.5 13.9 11.9 13.5 Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach LOS C B B B Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach Vol, veh/h		418			287			453			632		
Timer - Assigned Phs 2 4 6 8 Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Phs Duration (G+Y+Rc), s 29.3 20.7 29.3 20.7 Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Approach LOS		С			В			В			В		
Change Period (Y+Rc), s 6.0 6.0 6.0 Max Green Setting (Gmax), s 25.0 18.0 25.0 Max Q Clear Time (g_c+I1), s 22.4 14.1 15.4 5.6	Timer - Assigned Phs		2		4		6		8					
Max Green Setting (Gmax), s 25.0 18.0 25.0 18.0 Max Q Clear Time (g_c+11), s 22.4 14.1 15.4 5.6	Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Max Q Clear Time (g_c+l1), s 22.4 14.1 15.4 5.6	Change Period (Y+Rc), s	3	6.0		6.0		6.0		6.0					
	Max Green Setting (Gma	ax), s	25.0		18.0		25.0		18.0					
	Max Q Clear Time (g_c+	l1), s	22.4		14.1		15.4		5.6					
			1.0		0.6		4.4		8.0					
Intersection Summary	Intersection Summary													
HCM 6th Ctrl Delay 14.8	•			14.8										
HCM 6th LOS B														

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و	٠	→	•	•	•	•	4	†	/	-	↓	4
Movement El	BL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	∱ }		ች	ħβ	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
	.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
, ,,	.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 19	00	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
	10	5	21	18	4	36	8	418	15	41	583	27
	.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, %	0	0	0	0	0	7	0	7	7	13	11	11
	15	8	32	69	15	70	15	1672	60	455	1081	50
1 /	.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
	72	236	991	1493	332	1522	1810	3361	120	872	3212	149
,	36	0	0	22	0	36	8	212	221	41	299	311
Grp Sat Flow(s), veh/h/ln169		0	0	1825	0	1522	1810	1706	1775	872	1650	1710
	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
3 (0- //	.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.0	0.09
	55	0	0.00	84	0	70	15	849	883	455	555	576
1 1 7	.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.54	0.54
. ,	52	0	0	164	0	137	162	1076	1119	500	641	664
1 \ - /-	.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
	.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh 21		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
• • • • • • • • • • • • • • • • • • • •	2.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.2	1.1
y (),	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/lr0		0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.0
Unsig. Movement Delay, s/												
	3.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.1	13.1
LnGrp LOS	С	Α	Α	С	Α	С	D	Α	Α	В	В	В
Approach Vol, veh/h		36			58			441			651	
Approach Delay, s/veh		33.9			24.9			7.4			13.0	
Approach LOS		С			С			Α			В	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc), s		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gmax)	۱ و	* 28		4.0	* 4	* 17		4.0				
Max Q Clear Time (g_c+l1)		5.2		2.9	2.2	8.6		3.0				
Green Ext Time (p_c), s	<i>j</i> , 3	5.6		0.0	0.0	3.5		0.0				
,,		5.0		0.0	0.0	0.0		0.0				
Intersection Summary			10.4									
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			В									
Notes												

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

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	ᄼ	-	•	•	←	•	•	†	/	>	↓	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
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 Approac	h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor	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, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s), veh/h/li	n1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h	1002	0	0	1001	0	0	211	0	0	301	0	0	
V/C Ratio(X)	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
Avail Cap(c_a), veh/h	1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	h 4.0	0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	0.0	0.0	0.4	0.0	0.0	
Initial Q Delay(d3),s/veh	n 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%),vel	h/lr0.4	0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		303			291			8			66		
Approach Delay, s/veh		4.3			4.2			13.0			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)) s	21.0		7.8		21.0		7.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0					
		1.0		0.0		1.7		0.0					
Intersection Summary			- -										
HCM 6th Ctrl Delay			5.3										
HCM 6th LOS			Α										

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	۶	→	•	•	←	•	•	†	<i>></i>	>	↓	4	
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	ች		1	ች	\$		*	ĵ.			ĵ»		
Traffic Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86	
Future Volume (veh/h)	89	116	280	34	72	197	185	189	39	83	391	86	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1663	1663	1870	1796	1796	1663	1752	1752	1737	1737	1737	
Adj Flow Rate, veh/h	97	126	0	37	78	214	201	205	42	90	425	93	
Peak Hour Factor	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, %	0	16	16	2	7	7	16	10	10	11	11	11	
Cap, veh/h	202	362		350	92	253	399	736	151	620	720	158	
Arrive On Green	0.22	0.22	0.00	0.22	0.22	0.22	0.52	0.52	0.52	0.52	0.52	0.52	
Sat Flow, veh/h	1104	1663	1409	1265	424	1163	785	1411	289	1052	1381	302	
Grp Volume(v), veh/h	97	126	0	37	0	292	201	0	247	90	0	518	
Grp Sat Flow(s), veh/h/li		1663	1409	1265	0	1587	785	0	1700	1052	0	1683	
Q Serve(g_s), s	1.9	2.9	0.0	1.2	0.0	8.1	10.9	0.0	3.7	2.4	0.0	9.8	
Cycle Q Clear(g_c), s	10.0	2.9	0.0	4.1	0.0	8.1	20.7	0.0	3.7	6.1	0.0	9.8	
Prop In Lane	1.00	2.0	1.00	1.00	0.0	0.73	1.00	0.0	0.17	1.00	0.0	0.18	
Lane Grp Cap(c), veh/h		362	1.00	350	0	345	399	0	887	620	0	878	
V/C Ratio(X)	0.48	0.35		0.11	0.00	0.85	0.50	0.00	0.28	0.15	0.00	0.59	
Avail Cap(c_a), veh/h	202	362		350	0.00	345	468	0.00	1035	712	0.00	1025	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel		15.2	0.00	17.0	0.00	17.3	14.8	0.00	6.2	7.9	0.00	7.6	
Incr Delay (d2), s/veh	1.8	0.6	0.0	0.1	0.0	17.3	1.0	0.0	0.2	0.1	0.0	0.7	
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.0	0.0	
%ile BackOfQ(50%),vel		1.0	0.0	0.0	0.0	3.8	1.6	0.0	0.8	0.4	0.0	2.2	
			0.0	0.5	0.0	3.0	1.0	0.0	0.0	0.4	0.0	۷.۷	
Unsig. Movement Delay	7, s/ven 24.3	15.8	0.0	17.1	0.0	34.6	15.8	0.0	6.3	8.0	0.0	8.3	
LnGrp Delay(d),s/veh	24.3 C	15.6 B	0.0	17.1 B	0.0 A	34.6 C	15.6 B	0.0 A	6.3 A	6.0 A	0.0 A	6.3 A	
LnGrp LOS	U		Λ	D		U	D		A	A		А	
Approach Vol, veh/h		223	Α		329			448			608		
Approach LOS		19.5			32.7			10.6			8.2		
Approach LOS		В			С			В			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)), s	30.0		16.0		30.0		16.0					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		28.0		10.0		28.0		10.0					
Max Q Clear Time (g_c		22.7		12.0		11.8		10.1					
Green Ext Time (p_c), s		1.3		0.0		3.3		0.0					
Intersection Summary													
			15.4										
HCM 6th Ctrl Delay HCM 6th LOS													
			В										
Notes													

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

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Intersection						
Int Delay, s/veh	1.3					
		14/5-	0=:	0	h 11	.
Movement	WBL	WBR	SEL	SET	NWT	NWR
Lane Configurations	- M		ች	^	f)	
Traffic Vol, veh/h	7	32	40	213	269	0
Future Vol, veh/h	7	32	40	213	269	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	1	-	-	-
Veh in Median Storage	, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	8	2
Mvmt Flow	8	35	43	232	292	0
NA - ' /NA'	\d'		M. 1 4		4.1.0	
	Minor2		Major1		Major2	
Conflicting Flow All	610	292	292	0	-	0
Stage 1	292	-	-	-	-	-
Stage 2	318	-	-	-	-	-
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		-	-	-
Pot Cap-1 Maneuver	458	747	1270	-	-	-
Stage 1	758	-	-	-	-	-
Stage 2	738	_	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	442	747	1270	-	-	-
Mov Cap-2 Maneuver	527	-	-	-	-	-
Stage 1	732	_	_	_	_	_
Stage 2	738	_	_	_	_	_
5 kg 5 L	. 00					
Approach	WB		SE		NW	
HCM Control Delay, s	10.5		1.3		0	
HCM LOS	В					
Minor Lane/Major Mvm	ıt	NWT	NWRV	VBI n1	SEL	SET
Capacity (veh/h)		. 4 4 4 1		695	1270	ULI
HCM Lane V/C Ratio		-	_	0.061		-
HCM Control Delay (s)		-		10.5	7.9	-
		-	-			-
HCM Lane LOS		-	-	В	Α	-
HCM 95th %tile Q(veh)		-	-	0.2	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	SET	SER	NWL	NWT
Lane Configurations	₩.	LDIX	SEI }	OLIN	NVVL	14VV I
Traffic Vol, veh/h	 4	1	238	2	2	T 299
Future Vol, veh/h	4	1	238	2	2	299
-	0	0	230	0	0	299
Conflicting Peds, #/hr				Free		Free
Sign Control RT Channelized	Stop	Stop	Free		Free	
	-	None	-	None	100	None
Storage Length	0	-	-	-	100	-
Veh in Median Storage		-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	9
Mvmt Flow	4	1	259	2	2	325
Major/Minor	Minor1	N	Major1		Major2	
Conflicting Flow All	589	260	0	0	261	0
Stage 1	260	200			201	
			-	-	-	-
Stage 2	329	- 00	-	-	1.40	-
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	471	779	-	-	1303	-
Stage 1	783	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	470	779	-	-	1303	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	729	-	_	_	_	_
g -	5					
Approach	EB		SE		NW	
HCM Control Delay, s	11.1		0		0.1	
HCM LOS	В					
Minor Lane/Major Mvm	, +	NWL	NWT I	EDI n1	SET	SER
	IL				SEI	SER
Capacity (veh/h)		1303	-		-	-
HCM Lane V/C Ratio		0.002		0.009	-	-
HCM Control Delay (s)		7.8	-	11.1	-	-
HCM Lane LOS		A	-	В	-	-
HCM 95th %tile Q(veh		0	-	0	-	-

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ች	f)			ĵ.			4			4	
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor 1	Major1		<u> </u>	Major2			Minor1		N	Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	-	-	-	-	-	-	469	469	-	364	364	-
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	-	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS							D			С		
Minor Lane/Major Mvm	t I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		286	1380			1163	-	-	280			
HCM Lane V/C Ratio		0.422		_		0.074	_		0.194			
HCM Control Delay (s)		26.5	7.7	_	_	8.3	_	_				
HCM Lane LOS		D	A	_	_	Α	_	_	C			
HCM 95th %tile Q(veh)		2	0.1	-	-	0.2	_	-	0.7			
		_				V.E			-			

	•	4	†	<i>></i>	-	↓
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	7	^	7	ሻ	^
Traffic Volume (veh/h)	231	5	419	364	39	519
Future Volume (veh/h)	231	5	419	364	39	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1752	1870	1796	1796	1870	1767
Adj Flow Rate, veh/h	251	5	455	396	42	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	10	2	7	7	2	9
Cap, veh/h	323	307	1529	682	450	1504
Arrive On Green	0.19	0.19	0.45	0.45	0.45	0.45
Sat Flow, veh/h	1668	1585	3503	1522	648	3445
				396		564
Grp Volume(v), veh/h	251	5 4505	455		42	
Grp Sat Flow(s),veh/h/ln	1668	1585	1706	1522	648	1678
Q Serve(g_s), s	4.8	0.1	2.8	6.5	1.5	3.7
Cycle Q Clear(g_c), s	4.8	0.1	2.8	6.5	4.3	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	323	307	1529	682	450	1504
V/C Ratio(X)	0.78	0.02	0.30	0.58	0.09	0.38
Avail Cap(c_a), veh/h	648	615	1529	682	450	1504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.8	10.9	5.9	6.9	7.3	6.1
Incr Delay (d2), s/veh	4.0	0.0	0.1	1.2	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.5	1.2	0.1	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.8	10.9	6.0	8.1	7.4	6.3
LnGrp LOS	В	В	Α	A	A	Α
Approach Vol, veh/h	256		851		, , <u>, , , , , , , , , , , , , , , , , </u>	606
Approach Delay, s/veh	16.7		7.0			6.4
11 7						
Approach LOS	В		Α			Α
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		21.0		12.5		21.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		15.0		13.0		15.0
Max Q Clear Time (g_c+l1), s		8.5		6.8		6.3
Green Ext Time (p_c), s		3.1		0.4		3.7
" '		J.,		J.,		J.,
Intersection Summary						
HCM 6th Ctrl Delay			8.2			
HCM 6th LOS			Α			

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	•	→	•	•	←	•	4	†	~	>	ļ	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	Ţ	†	7	ň	f)		Ţ	f)		7	^	7
Traffic Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
Future Volume (veh/h)	77	88	133	25	75	201	126	319	30	80	347	54
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	1841	1411	1411	1870	1707	1707	1648	1752	1752	1707	1752	1752
Adj Flow Rate, veh/h	84	96	0	27	82	218	137	347	33	87	377	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, %	4	33	33	2	13	13	17	10	10	13	10	10
Cap, veh/h	289	381		477	112	297	409	639	61	412	710	
Arrive On Green	0.27	0.27	0.00	0.27	0.27	0.27	0.41	0.41	0.41	0.41	0.41	0.00
Sat Flow, veh/h	1062	1411	1196	1300	413	1097	886	1575	150	916	1752	1485
Grp Volume(v), veh/h	84	96	0	27	0	300	137	0	380	87	377	0
Grp Sat Flow(s), veh/h/ln	1062	1411	1196	1300	0	1510	886	0	1725	916	1752	1485
Q Serve(g_s), s	2.9	2.0	0.0	0.6	0.0	6.7	5.1	0.0	6.2	3.0	6.0	0.0
Cycle Q Clear(g_c), s	9.6	2.0	0.0	2.6	0.0	6.7	11.2	0.0	6.2	9.2	6.0	0.0
Prop In Lane	1.00	2.0	1.00	1.00	0.0	0.73	1.00	0.0	0.09	1.00	0.0	1.00
Lane Grp Cap(c), veh/h	289	381	1.00	477	0	408	409	0	699	412	710	1.00
V/C Ratio(X)	0.29	0.25		0.06	0.00	0.74	0.33	0.00	0.54	0.21	0.53	
Avail Cap(c_a), veh/h	289	381		477	0	408	481	0	839	486	852	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	10.6	0.0	11.6	0.0	12.3	12.6	0.0	8.4	11.9	8.3	0.0
Incr Delay (d2), s/veh	0.5	0.3	0.0	0.0	0.0	6.8	0.5	0.0	0.7	0.3	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	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.5	0.0	0.1	0.0	2.1	0.8	0.0	1.5	0.5	1.5	0.0
Unsig. Movement Delay, s/veh		0.0	0.0	0.1	0.0	2.1	0.0	0.0	1.0	0.0	1.0	0.0
LnGrp Delay(d),s/veh	17.2	10.9	0.0	11.6	0.0	19.1	13.0	0.0	9.0	12.1	9.0	0.0
LnGrp LOS	В	В	0.0	В	Α	В	В	Α	Α	В	Α.	0.0
Approach Vol, veh/h		180	Α		327			517			464	A
Approach Delay, s/veh		13.9			18.5			10.1			9.5	
Approach LOS		В			В			В			9.5 A	
					Ь						A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		21.0		16.0		21.0		16.0				
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0				
Max Green Setting (Gmax), s		18.0		10.0		18.0		10.0				
Max Q Clear Time (g_c+I1), s		13.2		11.6		11.2		8.7				
Green Ext Time (p_c), s		1.3		0.0		1.5		0.2				
Intersection Summary												
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			В									
Notos												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	ĵ.		ሻ	f)		
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693	
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	0	0	0	20	20	20	0	12	12	50	14	14	
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61	
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240	
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591	
Grp Sat Flow(s), veh/h/lr	1542	0	0	1507	0	0	839	0	1710	588	0	1649	
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0	
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0	
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15	
Lane Grp Cap(c), veh/h		0	0	324	0	0	472	0	1045	421	0	1007	
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59	
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	า 20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0	
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh	n/ln2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5	
LnGrp LOS	С	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h		187			47			464			599		
Approach Delay, s/veh		21.8			19.0			6.6			8.5		
Approach LOS		С			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	. S	37.0		13.8		37.0		13.8					
Change Period (Y+Rc),	•	6.0		6.0		6.0		6.0					
Max Green Setting (Gm		31.0		12.0		31.0		12.0					
Max Q Clear Time (g c-		0.0		7.8		0.0		3.4					
Green Ext Time (p_c), s	, .	0.0		0.2		0.0		0.0					
Intersection Summary		3.0		J.L		3.0		3.0					
			10.1										
HCM 6th Ctrl Delay			10.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	f)		
Traffic Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7	
Future Volume (veh/h)	10	179	67	123	216	34	25	242	124	55	113	7	
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		
	1707	1707	1707	1752	1752	1752	1870	1811	1811	1707	1752	1752	
Adj Flow Rate, veh/h	11	195	73	134	235	37	27	263	135	60	123	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	
Percent Heavy Veh, %	13	13	13	10	10	10	2	6	6	13	10	10	
Cap, veh/h	101	440	159	265	372	52	520	367	188	288	529	34	
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33	
Sat Flow, veh/h	21	1172	423	389	991	138	1259	1128	579	901	1627	106	
Grp Volume(v), veh/h	279	0	0	406	0	0	27	0	398	60	0	131	
Grp Sat Flow(s), veh/h/ln		0	0	1518	0	0	1259	0	1707	901	0	1733	
Q Serve(g_s), s	0.0	0.0	0.0	3.3	0.0	0.0	0.6	0.0	8.2	2.5	0.0	2.2	
Cycle Q Clear(g_c), s	5.2	0.0	0.0	8.5	0.0	0.0	2.8	0.0	8.2	10.7	0.0	2.2	
Prop In Lane	0.04		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h	700	0	0	689	0	0	520	0	555	288	0	563	
V/C Ratio(X)	0.40	0.00	0.00	0.59	0.00	0.00	0.05	0.00	0.72	0.21	0.00	0.23	
Avail Cap(c_a), veh/h	938	0	0	900	0	0	645	0	725	378	0	736	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	10.3	0.0	0.0	10.9	0.0	11.9	16.6	0.0	9.9	
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.8	0.0	0.0	0.0	0.0	2.4	0.4	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	
%ile BackOfQ(50%),veh		0.0	0.0	1.9	0.0	0.0	0.1	0.0	2.2	0.4	0.0	0.5	
Unsig. Movement Delay,		0.0	0.0	44.4	0.0	0.0	40.0	0.0	440	47.0	0.0	10.1	
LnGrp Delay(d),s/veh	9.8	0.0	0.0	11.1	0.0	0.0	10.9	0.0	14.2	17.0	0.0	10.1	
LnGrp LOS	Α	A	A	В	A	A	В	A	В	В	A	В	
Approach Vol, veh/h		279			406			425			191		
Approach Delay, s/veh		9.8			11.1			14.0			12.2		
Approach LOS		Α			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		19.0		21.0		19.0		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		17.0		21.0		17.0		21.0					
Max Q Clear Time (g_c+	-I1), s	10.2		7.2		12.7		10.5					
Green Ext Time (p_c), s		1.2		1.2		0.3		1.8					
Intersection Summary													
HCM 6th Ctrl Delay			11.9										
HCM 6th LOS			В										

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Movement EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	7	ሻ	^	↑ ↑	
Traffic Volume (veh/h) 75	63	51	700	823	107
Future Volume (veh/h) 75	63	51	700	823	107
Initial Q (Qb), veh 0	0	0	0	020	0
Ped-Bike Adj(A_pbT) 1.00	1.00	1.00	U	U	1.00
Parking Bus, Adj 1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach No	1.00	1.00	No	No	1.00
Adj Sat Flow, veh/h/ln 1900	1811	1752	1796	1767	1767
Adj Flow Rate, veh/h 82	68	55	761	895	116
Peak Hour Factor 0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, % 0	6	10	7	9	9
Cap, veh/h 204	173	385	1794	1571	204
Arrive On Green 0.11	0.11	0.53	0.53	0.53	0.53
Sat Flow, veh/h 1810	1535	522	3503	3076	387
Grp Volume(v), veh/h 82	68	55	761	503	508
Grp Sat Flow(s), veh/h/ln1810	1535	522	1706	1678	1697
Q Serve(g_s), s 1.4	1.4	2.6	4.5	6.7	6.7
Cycle Q Clear(g_c), s 1.4	1.4	9.4	4.5	6.7	6.7
Prop In Lane 1.00	1.00	1.00	4.0	0.7	0.23
			4704	000	
Lane Grp Cap(c), veh/h 204	173	385	1794	882	892
V/C Ratio(X) 0.40	0.39	0.14	0.42	0.57	0.57
Avail Cap(c_a), veh/h 273	231	473	2364	1163	1176
HCM Platoon Ratio 1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I) 1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh 13.7	13.7	8.5	4.8	5.3	5.3
Incr Delay (d2), s/veh 1.3	1.4	0.2	0.2	0.6	0.6
Initial Q Delay(d3),s/veh 0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr0.5	0.4	0.0	0.4	0.7	0.7
Unsig. Movement Delay, s/ve		0.2	U. T	0.1	0.1
		0 7	ΕO	ΕO	5.9
LnGrp Delay(d),s/veh 15.0	15.1	8.7	5.0	5.9	
LnGrp LOS B	В	A	Α	Α	A
Approach Vol, veh/h 150			816	1011	
Approach Delay, s/veh 15.0			5.2	5.9	
Approach LOS B			Α	Α	
	_				^
Timer - Assigned Phs	2		4		6
Phs Duration (G+Y+Rc), s	23.5		9.7		23.5
Change Period (Y+Rc), s	6.0		6.0		6.0
Max Green Setting (Gmax), s	23.0		5.0		23.0
Max Q Clear Time (g_c+l1), s	11.4		3.4		8.7
Green Ext Time (p_c), s	6.1		0.0		8.2
Intersection Summary					
		6.3			
HCM 6th Ctrl Delay					
HCM 6th LOS		Α			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	†	7		1	7	ሻ	ĵ.		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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 Approac		No			No			No			No		
Adj Sat Flow, veh/h/ln	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
Peak Hour Factor	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/lr	1577	0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
Prop In Lane	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
V/C Ratio(X)	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 16.1	0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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%),vel	n/ln4.4	0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	14.9	13.0	12.8	20.0	9.7	7.6	12.7	0.0	14.5	
LnGrp LOS	В	Α	Α	В	В	В	В	Α	Α	В	Α	В	
Approach Vol, veh/h		423			331			464			604		
Approach Delay, s/veh		19.6			13.6			12.1			14.3		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	28.2		21.1		28.2		21.1					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c-		21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	ሻ	ħβ		ሻ	ħβ	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac	:h	No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/li		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37	0.0	0.50	0.94	0.0	1.00	1.00	1.0	0.26	1.00	• • • •	0.08
Lane Grp Cap(c), veh/h		0	0.00	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	149	0.00	0.00	232	0.00	183	157	1154	1160	517	736	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.0	2.4	2.5
Unsig. Movement Delay			3.0	1.0	3.0	J. 1	J.L	1.0	1.0	J.L		
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	C	A	Α	C	Α	C	D	Α	Α.	В	В	В
Approach Vol, veh/h		40	,,		121			507	,,		715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			23.4 C			0.2 A			14.3 B	
											U	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm	, .	* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c		6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s	3	6.8		0.0	0.0	4.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1707	1707	1707	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	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, %	13	13	13	7	7	7	38	38	38	6	6	6	
Cap, veh/h	147	747	65	126	809	72	228	32	34	195	58	62	
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	38	1491	129	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/lr	า1658	0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.7	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
Prop In Lane	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	959	0	0	1007	0	0	294	0	0	315	0	0	
V/C Ratio(X)	0.27	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
Avail Cap(c_a), veh/h	1228	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/vel	ո 4.4	0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Initial Q Delay(d3),s/veh	า 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%),vel	n/lr0.4	0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	Α	Α	Α	Α	Α	В	Α	Α	В	Α	Α	
Approach Vol, veh/h		257			282			59			100		
Approach Delay, s/veh		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	١ ٩	21.0		8.9		21.0		8.9					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c		4.8		3.3		4.7		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
		1.2		0.0		1.1		0.1					
Intersection Summary			0.0										
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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•	•	•	†	/	-	↓
Movement WBL	WBR	WBR	NBT	NBR	SBL	SBT
Lane Configurations	7		^	7	ኘ	^
Traffic Volume (veh/h) 296	30		416	359	43	609
Future Volume (veh/h) 296	30		416	359	43	609
Initial Q (Qb), veh 0	0		0	0	0	0
Ped-Bike Adj(A_pbT) 1.00	1.00		U	1.00	1.00	
Parking Bus, Adj 1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach No	1.00	1.00	No	1.00	1.00	No
Adj Sat Flow, veh/h/ln 1826	1870	1870	1796	1796	1870	1752
Adj Flow Rate, veh/h 322	33		452	390	47	662
Peak Hour Factor 0.92	0.92		0.92	0.92	0.92	0.92
Percent Heavy Veh, % 5	2		7	7	2	10
	376		1447	645	423	1411
Arrive On Green 0.24	0.24		0.42	0.42	0.42	0.42
Sat Flow, veh/h 1739	1585		3503	1522	653	3416
Grp Volume(v), veh/h 322	33		452	390	47	662
Grp Sat Flow(s), veh/h/ln1739	1585	1585	1706	1522	653	1664
Q Serve(g_s), s 6.1	0.6	0.6	3.1	7.0	1.8	5.1
Cycle Q Clear(g_c), s 6.1	0.6	0.6	3.1	7.0	4.9	5.1
Prop In Lane 1.00	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h 412	376		1447	645	423	1411
V/C Ratio(X) 0.78	0.09		0.31	0.60	0.11	0.47
Avail Cap(c_a), veh/h 639	582		1447	645	423	1411
HCM Platoon Ratio 1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I) 1.00	1.00		1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh 12.6	10.5		6.8	7.9	8.4	7.3
	0.1				0.4	0.2
Incr Delay (d2), s/veh 3.4			0.1	1.6		
Initial Q Delay(d3),s/veh 0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/lr2.2	0.2	0.2	0.6	1.5	0.2	0.9
Unsig. Movement Delay, s/vel		10.0				
LnGrp Delay(d),s/veh 16.0	10.6		6.9	9.5	8.5	7.6
LnGrp LOS B	В	В	Α	Α	Α	Α
Approach Vol, veh/h 355			842			709
Approach Delay, s/veh 15.5			8.1			7.6
Approach LOS B			Α			Α
••	_	_				
Timer - Assigned Phs	2			4		6
Phs Duration (G+Y+Rc), s	21.0			14.4		21.0
Change Period (Y+Rc), s	6.0	6.0		6.0		6.0
Max Green Setting (Gmax), s	15.0	15.0		13.0		15.0
Max Q Clear Time (g_c+I1), s	5.1	5.1		8.1		7.1
Green Ext Time (p_c), s	2.1			0.5		4.0
Intersection Summary						
HCM 6th Ctrl Delay			9.3			
HCM 6th LOS			9.5 A			
HOW OUT LOS			А			

Intersection						
Int Delay, s/veh	0.1					
			NDI	NET	000	005
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	¥		7		f)	
Traffic Vol, veh/h	3	1	2	298	196	2
Future Vol, veh/h	3	1	2	298	196	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage	e, # 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	8	10	2
Mvmt Flow	3	1	2	324	213	2
		_				
	Minor2		Major1		/lajor2	
Conflicting Flow All	542	214	215	0	-	0
Stage 1	214	-	-	-	-	-
Stage 2	328	-	-	-	-	-
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	501	826	1355		-	-
Stage 1	822	-	_	_	-	-
Stage 2	730	-	-	_	-	_
Platoon blocked, %				_	_	_
Mov Cap-1 Maneuver	500	826	1355	_	_	_
Mov Cap-2 Maneuver	578	-	-	_	_	_
Stage 1	821					
Stage 2	730	_	_	-	_	_
Slaye Z	130	-	-	-	_	-
Approach	EB		NB		SB	
HCM Control Delay, s	10.8		0.1		0	
HCM LOS	В					
5 <u></u>						
Minor Lane/Major Mvm	nt	NBL	NBT I	EBLn1	SBT	SBR
Capacity (veh/h)		1355	-	625	_	-
HCM Lane V/C Ratio		0.002		0.007	_	_
HCM Control Delay (s)		7.7	_	10.8	_	_
HCM Lane LOS		A	_	В	_	_
HCM 95th %tile Q(veh)	0	_	0	_	
How John Johne Wile Wile	1	U		U		

Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	ĵ.		ř	ĵ.			4			4	
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e,# -	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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor	Major1			Major2			Minor1		ı	Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	_	-	473	473	-	371	371	
Stage 2	-	-	_	_	_	-	405	378	_	507	484	_
Critical Hdwy	4.12	_	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1		_	_	-	_	_	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	_	_	_	_	_	_	6.14	5.5	_	6.12	5.55	-
Follow-up Hdwy	2.218	_	_	2.263	_	_	3.536	4			4.045	3.318
Pot Cap-1 Maneuver	1283	_	_	1142	_	_	266	299	642	268	292	766
Stage 1		_	_	-	_	_	568	562	- 012	649	614	-
Stage 2	_	_	_	_	_	_	618	619	_	548	547	-
Platoon blocked, %		_	_		_	_	3.3	3.0		3.3	J 11	
Mov Cap-1 Maneuver	1283	_	_	1142	-	_	211	276	642	215	269	766
Mov Cap-2 Maneuver		_	_	-	_	_	211	276	- 012	215	269	-
Stage 1	_	_	-	_	-	_	547	541	_	625	588	-
Stage 2	_	_	_	_	_	_	529	592	_	468	527	_
							320	302		.00	J_1	
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS	0.0			1.6			D			C		
										J		
Minor Lane/Major Mvm	nt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		270	1283	_	_	1142	_	_	292			
HCM Lane V/C Ratio			0.036	-	_		_	_	0.331			
HCM Control Delay (s)		30.9	7.9	_	_	8.3		_	23.3			
HCM Lane LOS		D	Α.5	-	-	Α	-	_	20.0 C			
HCM 95th %tile Q(veh))	2.6	0.1	_	_	0.1	_	_	1.4			
HOW SOUT FOUND WEVEL		2.0	J. I			0.1			1.7			

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Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
		WDK		NDK		
Lane Configurations	Y	24	276	0	أ	160
Traffic Vol, veh/h	5	24	276 276	0	29	168 168
Future Vol, veh/h	5	24		0	29	
Conflicting Peds, #/hr	O Stop	O Stop	0 Eroo	0 Eroo	0 Eroo	0 Eroo
Sign Control	Stop	Stop	Free	Free None	Free	Free
RT Channelized	-	None	-		100	None
Storage Length	0	-	-	-	100	0
Veh in Median Storage	•	-	0	-	-	
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	9	2	2	13
Mvmt Flow	5	26	300	0	32	183
Major/Minor	Minor1	N	Major1		Major2	
Conflicting Flow All	547	300	0	0	300	0
Stage 1	300	-	-	-	-	-
Stage 2	247	-	-	_	_	-
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	498	740	_	-	1261	_
Stage 1	752	-	_	_		-
Stage 2	794	-	-	_	_	-
Platoon blocked, %			_	_		_
Mov Cap-1 Maneuver	486	740	_	_	1261	_
Mov Cap-2 Maneuver	563	-	_	_		-
Stage 1	733	_	_	_	_	_
Stage 2	794	_	_	_	_	_
Olage 2	1 34					
Approach	WB		NB		SB	
HCM Control Delay, s	10.4		0		1.2	
HCM LOS	В					
Minor Lane/Major Mvm	nt	NBT	NRRV	VBLn1	SBL	SBT
	IL.		NDIN		1261	- 301
Capacity (veh/h) HCM Lane V/C Ratio		-		0.045		
HCM Control Delay (s)		-	-	10.4	7.9	-
HCM Lane LOS		-	-	10.4 B	7.9 A	-
HCM 95th %tile Q(veh	\	-	-	0.1	0.1	
HOW SOUL WILLE CALVELL	1	_	-	0.1	0.1	_

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	٠	•	4	†	ļ	4
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	*	7	ሻ			7
Traffic Volume (veh/h)	89	396	257	386	474	86
Future Volume (veh/h)	89	396	257	386	474	86
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1900	1663	1663	1752	1737	1841
Adj Flow Rate, veh/h	97	0	279	420	515	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	16	16	10	11	4
Cap, veh/h	150		536	1071	1062	•
Arrive On Green	0.08	0.00	0.61	0.61	0.61	0.00
Sat Flow, veh/h	1810	1409	787	1752	1737	1560
	97		279	420	515	0
Grp Volume(v), veh/h		1400				
Grp Sat Flow(s),veh/h/ln	1810	1409	787	1752	1737	1560
Q Serve(g_s), s	2.0	0.0	11.9	4.8	6.4	0.0
Cycle Q Clear(g_c), s	2.0	0.0	18.3	4.8	6.4	0.0
Prop In Lane	1.00	1.00	1.00	10=1	1000	1.00
Lane Grp Cap(c), veh/h	150		536	1071	1062	
V/C Ratio(X)	0.64		0.52	0.39	0.48	
Avail Cap(c_a), veh/h	230		716	1471	1459	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.4	0.0	9.3	3.9	4.2	0.0
Incr Delay (d2), s/veh	4.6	0.0	0.8	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	1.3	0.6	0.8	0.0
Unsig. Movement Delay, s/veh	1					
LnGrp Delay(d),s/veh	22.0	0.0	10.1	4.1	4.6	0.0
LnGrp LOS	С		В	Α	Α	
Approach Vol, veh/h	97	Α		699	515	А
Approach Delay, s/veh	22.0	, ,		6.5	4.6	,,
Approach LOS	C C			Α	Α.	
Approach 200	U			Λ	А	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		30.0		9.3		30.0
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		33.0		5.0		33.0
Max Q Clear Time (g_c+l1), s		20.3		4.0		8.4
Green Ext Time (p_c), s		3.7		0.0		3.2
Intersection Summary						
			C 0			
HCM 6th Ctrl Delay			6.9			
HCM 6th LOS			Α			
Notes						

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	ĥ		
Traffic Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Future Volume (veh/h)	107	28	19	7	14	9	37	347	11	14	575	84	
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		No			No			No			No		
Adj Sat Flow, veh/h/ln	1618	1618	1618	1900	1900	1900	1826	1707	1707	418	1693	1693	
Adj Flow Rate, veh/h	116	30	21	8	15	10	40	377	12	15	625	91	
Peak Hour Factor	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, %	19	19	19	0	0	0	5	13	13	100	14	14	
Cap, veh/h	245	45	25	116	160	83	373	1022	33	248	897	131	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.62	0.62	0.62	0.62	0.62	0.62	
Sat Flow, veh/h	850	295	165	208	1042	544	718	1646	52	222	1444	210	
Grp Volume(v), veh/h	167	0	0	33	0	0	40	0	389	15	0	716	
Grp Sat Flow(s), veh/h/ln		0	0	1794	0	0	718	0	1698	222	0	1655	
Q Serve(g_s), s	5.7	0.0	0.0	0.0	0.0	0.0	2.1	0.0	6.0	1.9	0.0	15.4	
Cycle Q Clear(g_c), s	6.5	0.0	0.0	0.8	0.0	0.0	17.5	0.0	6.0	7.9	0.0	15.4	
Prop In Lane	0.69		0.13	0.24		0.30	1.00		0.03	1.00		0.13	
Lane Grp Cap(c), veh/h	316	0	0	359	0	0	373	0	1054	248	0	1027	
V/C Ratio(X)	0.53	0.00	0.00	0.09	0.00	0.00	0.11	0.00	0.37	0.06	0.00	0.70	
Avail Cap(c_a), veh/h	360	0	0	417	0	0	373	0	1054	248	0	1027	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	19.4	0.0	0.0	12.6	0.0	5.0	6.9	0.0	6.7	
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.0	0.6	0.0	1.0	0.5	0.0	3.9	
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	
%ile BackOfQ(50%),veh		0.0	0.0	0.3	0.0	0.0	0.4	0.0	1.8	0.1	0.0	4.8	
Unsig. Movement Delay													
LnGrp Delay(d),s/veh	23.1	0.0	0.0	19.5	0.0	0.0	13.2	0.0	6.0	7.4	0.0	10.7	
LnGrp LOS	С	Α	Α	В	A	Α	В	Α	Α	Α	Α	В	
Approach Vol, veh/h		167			33			429			731		
Approach Delay, s/veh		23.1			19.5			6.6			10.6		
Approach LOS		С			В			Α			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	, S	39.0		14.2		39.0		14.2					
Change Period (Y+Rc),	s	6.0		6.0		6.0		6.0					
Max Green Setting (Gma	ax), s	33.0		10.0		33.0		10.0					
Max Q Clear Time (g_c+	⊦l1), s	0.0		8.5		0.0		2.8					
Green Ext Time (p_c), s	•	0.0		0.1		0.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			11.1										
HCM 6th LOS			В										

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		7	ĵ.		ነ	₽		
Traffic Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
Future Volume (veh/h)	11	189	74	59	224	28	26	241	130	59	139	8	
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		
•	1618	1618	1618	1707	1707	1707	1722	1826	1826	1722	1781	1781	
Adj Flow Rate, veh/h	12	205	80	64	243	30	28	262	141	64	151	9	
	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, %	19	19	19	13	13	13	12	5	5	12	8	8	
Cap, veh/h	101	409	154	174	464	52	475	367	198	290	548	33	
	0.37	0.37	0.37	0.37	0.37	0.37	0.33	0.33	0.33	0.33	0.33	0.33	
Sat Flow, veh/h	21	1096	412	180	1243	139	1129	1117	601	904	1664	99	
Grp Volume(v), veh/h	297	0	0	337	0	0	28	0	403	64	0	160	
Grp Sat Flow(s), veh/h/ln	1530	0	0	1563	0	0	1129	0	1718	904	0	1764	
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	8.0	0.0	8.3	2.7	0.0	2.7	
Cycle Q Clear(g_c), s	6.0	0.0	0.0	6.4	0.0	0.0	3.4	0.0	8.3	11.0	0.0	2.7	
Prop In Lane	0.04		0.27	0.19		0.09	1.00		0.35	1.00		0.06	
Lane Grp Cap(c), veh/h	663	0	0	689	0	0	475	0	565	290	0	580	
V/C Ratio(X)	0.45	0.00	0.00	0.49	0.00	0.00	0.06	0.00	0.71	0.22	0.00	0.28	
Avail Cap(c_a), veh/h	738	0	0	763	0	0	552	0	683	352	0	701	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	9.8	0.0	0.0	9.9	0.0	0.0	11.2	0.0	11.8	16.6	0.0	10.0	
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	0.0	0.0	0.1	0.0	2.8	0.4	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.	/ln1.3	0.0	0.0	1.6	0.0	0.0	0.1	0.0	2.3	0.4	0.0	0.6	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	10.3	0.0	0.0	10.4	0.0	0.0	11.3	0.0	14.6	17.0	0.0	10.2	
LnGrp LOS	В	Α	Α	В	Α	Α	В	Α	В	В	Α	В	
Approach Vol, veh/h		297			337			431			224		
Approach Delay, s/veh		10.3			10.4			14.4			12.2		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	s	19.2		21.0		19.2		21.0					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		16.0		17.0		16.0		17.0					
Max Q Clear Time (g_c+		10.3		8.0		13.0		8.4					
Green Ext Time (p_c), s	.,, •	1.1		1.0		0.3		1.2					
Intersection Summary													
HCM 6th Ctrl Delay			12.0										
HCM 6th LOS			12.0 B										
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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ሻ	^	†	
Traffic Volume (veh/h)	86	79	42	697	710	85
Future Volume (veh/h)	86	79	42	697	710	85
Initial Q (Qb), veh	0	0	0	0	0	0
	1.00	1.00	1.00	-	-	1.00
, –i ,	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach				No	No	
	1811	1767	1781	1796	1752	1752
Adj Flow Rate, veh/h	93	86	46	758	772	92
	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	9	8	7	10	10
	226	196	454	1745	1531	182
	0.13	0.13	0.51	0.51	0.51	0.51
	1725	1497	610	3503	3083	357
Grp Volume(v), veh/h	93	86	46	758	429	435
Grp Sat Flow(s), veh/h/ln1		1497	610	1706	1664	1688
	1.5	1.6	1.6	4.1	5.0	5.0
Q Serve(g_s), s	1.5	1.6	6.6	4.1	5.0	5.0
Cycle Q Clear(g_c), s				4.1	5.0	0.21
	1.00	1.00	1.00	1715	051	
1 1 7	226	196	454	1745	851	863
\ /	0.41	0.44	0.10	0.43	0.50	0.50
$1 \lor - ?$	294	255	537	2210	1078	1093
	1.00	1.00	1.00	1.00	1.00	1.00
	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		11.8	6.9	4.5	4.7	4.7
Incr Delay (d2), s/veh	1.2	1.5	0.1	0.2	0.5	0.5
, , ,		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/l		0.4	0.1	0.2	0.3	0.4
Unsig. Movement Delay,						
, , , , , , , , , , , , , , , , , , ,	12.9	13.3	7.0	4.7	5.2	5.2
LnGrp LOS	В	В	Α	Α	Α	Α
Approach Vol, veh/h	179			804	864	
Approach Delay, s/veh	13.1			4.8	5.2	
Approach LOS	В			Α	Α	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc),	S	21.0		8.3		21.0
Change Period (Y+Rc), s		6.0		4.5		6.0
Max Green Setting (Gma		19.0		5.0		19.0
Max Q Clear Time (g_c+l		8.6		3.6		7.0
Green Ext Time (p_c), s	11), 5	5.5		0.1		6.3
,,		0.0		0.1		0.0
Intersection Summary						
HCM 6th Ctrl Delay			5.8			
HCM 6th LOS			Α			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		ሻ	<u></u>	7	ሻ	<u></u>	7	ሻ	f)		
Traffic Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
Future Volume (veh/h)	47	207	131	50	149	65	110	293	14	61	476	45	
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		
	1811	1811	1811	1826	1752	1500	1781	1767	1811	1455	1722	1722	
Adj Flow Rate, veh/h	51	225	142	54	162	71	120	318	15	66	517	49	
	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	6	6	6	5	10	27	8	9	6	30	12	12	
Cap, veh/h	117	280	163	348	514	373	305	825	716	429	723	69	
	0.29	0.29	0.29	0.29	0.29	0.29	0.47	0.47	0.47	0.47	0.47	0.47	
Sat Flow, veh/h	123	955	555	991	1752	1271	805	1767	1535	815	1549	147	
Grp Volume(v), veh/h	418	0	0	54	162	71	120	318	15	66	0	566	
Grp Sat Flow(s), veh/h/ln1	1633	0	0	991	1752	1271	805	1767	1535	815	0	1696	
Q Serve(g_s), s	6.7	0.0	0.0	0.0	3.6	2.1	7.0	5.9	0.3	2.9	0.0	13.4	
Cycle Q Clear(g_c), s	12.1	0.0	0.0	3.3	3.6	2.1	20.4	5.9	0.3	8.7	0.0	13.4	
Prop In Lane	0.12		0.34	1.00		1.00	1.00		1.00	1.00		0.09	
Lane Grp Cap(c), veh/h	560	0	0	348	514	373	305	825	716	429	0	791	
V/C Ratio(X)	0.75	0.00	0.00	0.16	0.32	0.19	0.39	0.39	0.02	0.15	0.00	0.72	
Avail Cap(c_a), veh/h	666	0	0	413	630	457	331	883	767	456	0	847	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh	16.7	0.0	0.0	13.7	13.8	13.2	18.8	8.7	7.2	11.5	0.0	10.7	
Incr Delay (d2), s/veh	3.8	0.0	0.0	0.2	0.3	0.2	1.2	0.4	0.0	0.2	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	0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),veh/l	In4.5	0.0	0.0	0.4	1.3	0.5	1.3	1.9	0.1	0.5	0.0	4.7	
Unsig. Movement Delay,	s/veh												
LnGrp Delay(d),s/veh	20.5	0.0	0.0	13.9	14.1	13.5	20.0	9.1	7.2	11.7	0.0	13.7	
LnGrp LOS	С	Α	Α	В	В	В	С	Α	Α	В	Α	В	
Approach Vol, veh/h		418			287			453			632		
Approach Delay, s/veh		20.5			13.9			11.9			13.5		
Approach LOS		С			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),	S	29.3		20.7		29.3		20.7					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		25.0		18.0		25.0		18.0					
Max Q Clear Time (g_c+l	, .	22.4		14.1		15.4		5.6					
Green Ext Time (p_c), s	, , •	1.0		0.6		4.4		0.8					
Intersection Summary													
HCM 6th Ctrl Delay			14.8										
HCM 6th LOS			14.0 B										
I IOW OUI LOS			Ь										

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Movement			•	,	-	•
	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ች	7	^	7	ች	^
Traffic Volume (veh/h)	231	5	419	364	39	519
Future Volume (veh/h)		5	419	364	39	519
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approa			No			No
Adj Sat Flow, veh/h/ln	1752	1870	1796	1796	1870	1767
Adj Flow Rate, veh/h	251	5	455	396	42	564
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %		2	7	7	2	9
Cap, veh/h	352	334	1497	668	439	1472
Arrive On Green	0.21	0.21	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1668	1585	3503	1522	648	3445
					42	564
Grp Volume(v), veh/h	251	5	455	396		
Grp Sat Flow(s), veh/h/		1585	1706	1522	648	1678
Q Serve(g_s), s	4.8	0.1	3.0	6.8	1.5	3.9
Cycle Q Clear(g_c), s	4.8	0.1	3.0	6.8	4.5	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/		334	1497	668	439	1472
V/C Ratio(X)	0.71	0.01	0.30	0.59	0.10	0.38
Avail Cap(c_a), veh/h	634	602	1497	668	439	1472
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/ve	h 12.5	10.7	6.2	7.3	7.7	6.5
Incr Delay (d2), s/veh	2.7	0.0	0.1	1.4	0.1	0.2
Initial Q Delay(d3),s/ve		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),ve		0.0	0.5	1.3	0.1	0.6
Unsig. Movement Dela			3.0	1.0	J. ,	3.0
LnGrp Delay(d),s/veh	15.2	10.7	6.3	8.7	7.8	6.6
LnGrp LOS	В	В	Α	Α	Α.	Α
	256	D	851			606
Approach Vol, veh/h						
Approach Delay, s/veh			7.4			6.7
Approach LOS	В		Α			Α
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Ro	c), s	21.0		13.2		21.0
						6.0
. ,						15.0
						6.5
						3.6
Careen Ext Time in C)	•	0.0		J.7		0.0
Green Ext Time (p_c),						
Intersection Summary						
`` '			8.3			
Phs Duration (G+Y+Rc) Change Period (Y+Rc) Max Green Setting (Gr Max Q Clear Time (g_c	nax), s c+l1), s					1

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4	7	ሻ	∱ }		ች	ħβ	
Traffic Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	25
Future Volume (veh/h)	9	5	19	17	4	33	7	385	14	38	536	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 Approac		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1796	1900	1796	1796	1707	1737	1737
Adj Flow Rate, veh/h	10	5	21	18	4	36	8	418	15	41	583	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, %	0	0	0	0	0	7	0	7	7	13	11	11
Cap, veh/h	15	8	32	69	15	70	15	1672	60	455	1081	50
Arrive On Green	0.03	0.03	0.03	0.05	0.05	0.05	0.01	0.50	0.50	0.34	0.34	0.34
Sat Flow, veh/h	472	236	991	1493	332	1522	1810	3361	120	872	3212	149
Grp Volume(v), veh/h	36	0	0	22	0	36	8	212	221	41	299	311
Grp Sat Flow(s), veh/h/li		0	0	1825	0	1522	1810	1706	1775	872	1650	1710
Q Serve(g_s), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Cycle Q Clear(g_c), s	0.9	0.0	0.0	0.5	0.0	1.0	0.2	3.2	3.2	1.5	6.5	6.6
Prop In Lane	0.28	0.0	0.58	0.82	0.0	1.00	1.00	0.2	0.07	1.00	0.0	0.09
Lane Grp Cap(c), veh/h		0	0.00	84	0	70	15	849	883	455	555	576
V/C Ratio(X)	0.66	0.00	0.00	0.26	0.00	0.51	0.52	0.25	0.25	0.09	0.54	0.54
Avail Cap(c_a), veh/h	191	0	0	201	0	167	171	1003	1043	459	563	583
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.5	0.0	20.8	22.0	6.4	6.4	10.3	12.0	12.0
Incr Delay (d2), s/veh	12.6	0.0	0.0	1.6	0.0	5.7	24.9	0.2	0.2	0.1	1.3	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
%ile BackOfQ(50%),vel		0.0	0.0	0.2	0.0	0.4	0.2	0.7	0.8	0.2	2.0	2.1
Unsig. Movement Delay								- J.,				
LnGrp Delay(d),s/veh	33.9	0.0	0.0	22.2	0.0	26.5	46.9	6.6	6.6	10.4	13.3	13.3
LnGrp LOS	C	A	A	C	A	C	D	A	A	В	В	В
Approach Vol, veh/h		36			58			441			651	
Approach Delay, s/veh		33.9			24.9			7.4			13.1	
Approach LOS		C			C			Α			В	
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)	۱ د	29.0		7.4	7.2	21.8		8.1				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 26		5.0	* 4.2	* 15		4.9				
Max Q Clear Time (g_c		5.2		2.9	2.2	8.6		3.0				
Green Ext Time (p_c), s		5.4		0.0	0.0	2.9		0.0				
`` ′	•	0.4		0.0	0.0	2.3		0.0				
Intersection Summary			40.0									
HCM 6th Ctrl Delay			12.2									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
Future Volume (veh/h)	18	248	12	5	240	23	4	2	2	37	5	19	
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		
•	1707	1707	1707	1707	1707	1707	418	418	418	1900	1900	1900	
Adj Flow Rate, veh/h	20	270	13	5	261	25	4	2	2	40	5	21	
Peak Hour Factor	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, %	13	13	13	13	13	13	100	100	100	0	0	0	
Cap, veh/h	154	810	37	131	795	75	199	6	6	262	8	32	
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.06	0.06	0.06	0.06	0.06	0.06	
Sat Flow, veh/h	40	1555	71	7	1526	144	191	96	96	979	122	514	
Grp Volume(v), veh/h	303	0	0	291	0	0	8	0	0	66	0	0	
Grp Sat Flow(s), veh/h/ln	1666	0	0	1677	0	0	383	0	0	1615	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.0	
Cycle Q Clear(g_c), s	3.0	0.0	0.0	2.9	0.0	0.0	0.5	0.0	0.0	1.1	0.0	0.0	
Prop In Lane	0.07		0.04	0.02		0.09	0.50		0.25	0.61		0.32	
Lane Grp Cap(c), veh/h		0	0	1001	0	0	211	0	0	301	0	0	
. ,	0.30	0.00	0.00	0.29	0.00	0.00	0.04	0.00	0.00	0.22	0.00	0.00	
$\cdot \cdot = \cdot$	1283	0	0	1289	0	0	285	0	0	628	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		0.0	0.0	4.0	0.0	0.0	12.9	0.0	0.0	13.2	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.1	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	0.0	0.0	0.0	
%ile BackOfQ(50%),veh.		0.0	0.0	0.4	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	4.0	0.0	0.0	42.0	0.0	0.0	40 F	0.0	0.0	
LnGrp Delay(d),s/veh	4.3	0.0	0.0	4.2	0.0	0.0	13.0	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	A	<u> </u>	A	A 004	A	В	A	<u> </u>	В	A	<u> </u>	
Approach Vol, veh/h		303			291			8			66		
Approach Delay, s/veh		4.3			4.2			13.0			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		7.8		21.0		7.8					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+	·I1), s	4.9		2.5		5.0		3.1					
Green Ext Time (p_c), s		1.3		0.0		1.4		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			5.3										
HCM 6th LOS			Α										

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	ሻ	7	- ↑		ኘ	† †
Traffic Volume (veh/h)	30	269	374	60	199	671
Future Volume (veh/h)	30	269	374	60	199	671
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	n No		No			No
Adj Sat Flow, veh/h/ln	1870	1781	1707	1707	1841	1707
Adj Flow Rate, veh/h	33	292	407	65	216	729
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	8	13	13	4	13
Cap, veh/h	407	345	732	117	443	1653
Arrive On Green	0.23	0.23	0.51	0.51	0.51	0.51
Sat Flow, veh/h	1781	1510	1437	229	907	3329
Grp Volume(v), veh/h	33	292	0	472	216	729
Grp Sat Flow(s), veh/h/ln		1510	0	1666	907	1622
Q Serve(g_s), s	0.7	8.5	0.0	8.9	9.8	6.5
Cycle Q Clear(g_c), s	0.7	8.5	0.0	8.9	18.7	6.5
Prop In Lane	1.00	1.00	3.0	0.14	1.00	3.0
Lane Grp Cap(c), veh/h		345	0	849	443	1653
V/C Ratio(X)	0.08	0.85	0.00	0.56	0.49	0.44
Avail Cap(c_a), veh/h	466	395	0.00	945	495	1839
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh		16.9	0.0	7.7	14.1	7.1
Incr Delay (d2), s/veh	0.1	14.0	0.0	0.6	0.8	0.2
Initial Q Delay(d3),s/veh		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh		3.4	0.0	2.0	1.6	1.4
Unsig. Movement Delay,			0.0	2.0	1.0	1.7
LnGrp Delay(d),s/veh	14.0	30.9	0.0	8.3	14.9	7.3
LnGrp LOS	14.0 B	30.9 C	Α	0.5 A	В	7.5 A
Approach Vol, veh/h	325		472		U	945
Approach Vol, ven/n Approach Delay, s/veh	29.2		8.3			945
Approach LOS	29.2 C		6.3 A			9.0 A
Appluach LUS	U		А			А
Timer - Assigned Phs		2				6
Phs Duration (G+Y+Rc),		29.4				29.4
Change Period (Y+Rc),	s	6.0				6.0
Max Green Setting (Gma		26.0				26.0
Max Q Clear Time (g_c+		10.9				20.7
Green Ext Time (p_c), s		2.5				2.7
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			12.0 B			
I IOW OUT LOG			ט			

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Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	(Î		ሻ	î,	
Traffic Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
Future Vol, veh/h	20	19	10	4	14	30	15	249	16	30	199	30
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	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	e,# -	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	8	2	2	8	2
Mvmt Flow	22	21	11	4	15	33	16	271	17	33	216	33
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	635	619	233	627	627	280	249	0	0	288	0	0
Stage 1	299	299	-	312	312	-		-	-	-	-	-
Stage 2	336	320	_	315	315	_	_	_	_	_	_	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	_	_	4.12	_	_
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	_	_	-	_	_
Critical Hdwy Stg 2	6.12	5.52	_	6.12	5.52	_	_	_	_	_	_	_
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2 218	_	_	2.218	_	_
Pot Cap-1 Maneuver	391	404	806	396	400	759	1317	_	_	1274	_	_
Stage 1	710	666	-	699	658	-	-	_	_	-	_	_
Stage 2	678	652	_	696	656	_	_	_	_	_	_	_
Platoon blocked, %	0.0	002		000	000			_	_		_	_
Mov Cap-1 Maneuver	353	389	806	364	385	759	1317	_	_	1274	_	_
Mov Cap-2 Maneuver	353	389	-	364	385	-	-	-	_	-	-	-
Stage 1	701	649	-	691	650	-	-	-	-	-	_	_
Stage 2	626	644	-	648	639	-	_	_	_	_	-	-
- 13.g v -	3_4	J.,		J. J	300							
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.9			12.2			0.4			0.9		
HCM LOS	В			12.2 B			J.7			0.0		
Minor Lane/Major Mvm	nt	NBL	NBT	NRR	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)	ı.	1317	-	- NDIX	416	552	1274	- 301	UDIN			
HCM Lane V/C Ratio		0.012	-		0.128			-	-			
HCM Control Delay (s)		7.8		-	14.9	12.2	7.9	-	-			
HCM Lane LOS		7.0 A	-	-	14.9 B	12.2 B	7.9 A	-				
HCM 95th %tile Q(veh	١	0	-		0.4	0.3	0.1	-	-			
HOW JOHN JOHN QUEN)	U	_	-	0.4	0.5	0.1	_				

Intersection												
Int Delay, s/veh	6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	1		ሻ	- ↑			4			4	02.1
Traffic Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Future Vol, veh/h	39	343	21	79	175	3	61	22	28	14	26	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	<u> </u>	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
Veh in Median Storage	e, # -	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	20	10	2	10	2	4	2	14	20	10	20
Mvmt Flow	42	373	23	86	190	3	66	24	30	15	28	11
Major/Minor I	Major1		1	Major2			Minor1		N	Minor2		
Conflicting Flow All	193	0	0	396	0	0	852	834	385	860	844	192
Stage 1	_	-	-	-	_	-	469	469	_	364	364	_
Stage 2	-	-	-	-	-	-	383	365	-	496	480	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.14	6.52	6.34	7.3	6.6	6.4
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.52	-	6.3	5.6	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.536	4.018	3.426	3.68	4.09	3.48
Pot Cap-1 Maneuver	1380	-	_	1163	-	-	277	304	637	257	291	806
Stage 1	-	-	-	-	-	-	571	561	-	620	610	-
Stage 2	-	-	-	-	-	-	636	623	-	524	541	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1380	-	-	1163	-	-	231	273	637	211	261	806
Mov Cap-2 Maneuver	-	-	-	-	-	-	231	273	-	211	261	-
Stage 1	-	-	-	-	-	-	554	544	-	601	565	-
Stage 2	-	-	-	-	-	-	552	577	-	463	525	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			2.6			26.5			20.9		
HCM LOS	0.1						D			C		
Minor Lane/Major Mvm	nt I	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR :	SRI n1			
Capacity (veh/h)	IC I	286	1380	<u> </u>		1163	WDI	VVDIC -				
HCM Lane V/C Ratio		0.422				0.074	-		0.194			
HCM Control Delay (s)		26.5	7.7	-	-	8.3	-	-				
HCM Lane LOS		20.5 D	Α.	-	-	6.5 A	<u> </u>	-	20.9 C			
HCM 95th %tile Q(veh)	١	2	0.1		<u>-</u>	0.2	-	-	0.7			
HOW JOHN JOHN Q (VEI)			J. I			0.2			0.1			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ች	7	ሻ	†	†	7
Traffic Volume (veh/h)	44	126	112	300	244	31
Future Volume (veh/h)	44	126	112	300	244	31
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1826	1411	1648	1752	1752	1707
Adj Flow Rate, veh/h	84	0	213	571	464	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	5	33	17	10	10	13
Cap, veh/h	143	00	536	955	955	10
Arrive On Green	0.08	0.00	0.55	0.55	0.55	0.00
Sat Flow, veh/h	1739	1196	818	1752	1752	1447
Grp Volume(v), veh/h	4720	1106	213	571	464	0
Grp Sat Flow(s),veh/h/ln	1739	1196	818	1752	1752	1447
Q Serve(g_s), s	1.5	0.0	7.0	7.1	5.3	0.0
Cycle Q Clear(g_c), s	1.5	0.0	12.3	7.1	5.3	0.0
Prop In Lane	1.00	1.00	1.00	0==	0==	1.00
Lane Grp Cap(c), veh/h	143		536	955	955	
V/C Ratio(X)	0.59		0.40	0.60	0.49	
Avail Cap(c_a), veh/h	270		674	1252	1252	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	14.2	0.0	8.3	4.9	4.5	0.0
Incr Delay (d2), s/veh	3.8	0.0	0.5	0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	0.7	0.8	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.1	0.0	8.8	5.5	4.9	0.0
LnGrp LOS	В		Α	Α	A	
Approach Vol, veh/h	84	Α		784	464	А
Approach Delay, s/veh	18.1	• •		6.4	4.9	• •
Approach LOS	В			A	A	
					71	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc), s		23.5		8.6		23.5
Change Period (Y+Rc), s		6.0		6.0		6.0
Max Green Setting (Gmax), s		23.0		5.0		23.0
Max Q Clear Time (g_c+l1), s		14.3		3.5		7.3
Green Ext Time (p_c), s		3.3		0.0		2.4
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			0.0 A			
I IOIVI OUI LOS			А			
Notes						

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4		ሻ	f)		ሻ	ĵ,		
Traffic Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
Future Volume (veh/h)	114	14	44	14	18	11	21	390	16	7	465	79	
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 Approac	:h	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1900	1900	1604	1604	1604	1900	1722	1722	1159	1693	1693	
Adj Flow Rate, veh/h	124	15	48	15	20	12	23	424	17	8	505	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, %	0	0	0	20	20	20	0	12	12	50	14	14	
Cap, veh/h	267	26	60	135	130	59	472	1004	40	421	861	147	
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.61	0.61	0.61	0.61	0.61	0.61	
Sat Flow, veh/h	978	168	396	272	850	385	839	1644	66	588	1409	240	
Grp Volume(v), veh/h	187	0	0	47	0	0	23	0	441	8	0	591	
Grp Sat Flow(s), veh/h/lr	า1542	0	0	1507	0	0	839	0	1710	588	0	1649	
Q Serve(g_s), s	4.5	0.0	0.0	0.0	0.0	0.0	0.9	0.0	6.9	0.4	0.0	11.0	
Cycle Q Clear(g_c), s	5.8	0.0	0.0	1.4	0.0	0.0	11.9	0.0	6.9	7.2	0.0	11.0	
Prop In Lane	0.66		0.26	0.32		0.26	1.00		0.04	1.00		0.15	
Lane Grp Cap(c), veh/h	354	0	0	324	0	0	472	0	1045	421	0	1007	
V/C Ratio(X)	0.53	0.00	0.00	0.15	0.00	0.00	0.05	0.00	0.42	0.02	0.00	0.59	
Avail Cap(c_a), veh/h	477	0	0	438	0	0	472	0	1045	421	0	1007	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/vel	า 20.6	0.0	0.0	18.8	0.0	0.0	9.6	0.0	5.2	7.1	0.0	6.0	
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.2	0.0	0.0	0.2	0.0	1.3	0.1	0.0	2.5	
Initial Q Delay(d3),s/veh	า 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%),vel	n/ln2.1	0.0	0.0	0.5	0.0	0.0	0.2	0.0	2.0	0.0	0.0	3.3	
Unsig. Movement Delay	, s/veh												
LnGrp Delay(d),s/veh	21.8	0.0	0.0	19.0	0.0	0.0	9.8	0.0	6.4	7.2	0.0	8.5	
LnGrp LOS	С	Α	Α	В	Α	Α	Α	Α	Α	Α	Α	Α	
Approach Vol, veh/h		187			47			464			599		
Approach Delay, s/veh		21.8			19.0			6.6			8.5		
Approach LOS		С			В			Α			Α		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc)	S	37.0		13.8		37.0		13.8					
Change Period (Y+Rc),		6.0		6.0		6.0		6.0					
Max Green Setting (Gm		31.0		12.0		31.0		12.0					
Max Q Clear Time (g_c		0.0		7.8		0.0		3.4					
Green Ext Time (p_c), s		0.0		0.2		0.0		0.0					
Intersection Summary													
HCM 6th Ctrl Delay			10.1										
HCM 6th LOS			В										
HOW OUT LOS			D										

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Movement EB	_ E8	T EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations	é	À		4		ሻ	ĵ.		ሻ	f)		
Traffic Volume (veh/h) 1			123	216	34	25	242	124	74	113	7	
Future Volume (veh/h) 1) 17	9 67	123	216	34	25	242	124	74	113	7	
Initial Q (Qb), veh)	0 0	0	0	0	0	0	0	0	0	0	
Ped-Bike Adj(A_pbT) 1.0)	1.00	1.00		1.00	1.00		1.00	1.00		1.00	
Parking Bus, Adj 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Work Zone On Approach		lo		No			No			No		
Adj Sat Flow, veh/h/ln 173			1841	1841	1841	1870	1811	1811	1707	1544	1544	
Adj Flow Rate, veh/h 1			134	235	37	27	263	135	80	123	8	
Peak Hour Factor 0.9			0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	
Percent Heavy Veh, % 1		1 11	4	4	4	2	6	6	13	24	24	
Cap, veh/h 9				381	53	526	384	197	302	488	32	
Arrive On Green 0.3			0.37	0.37	0.37	0.34	0.34	0.34	0.34	0.34	0.34	
Sat Flow, veh/h 2				1040	146	1259	1128	579	901	1434	93	
Grp Volume(v), veh/h 27		0 0		0	0	27	0	398	80	0	131	
Grp Sat Flow(s), veh/h/ln164		0 0	1597	0	0	1259	0	1707	901	0	1528	
Q Serve(g_s), s 0.				0.0	0.0	0.6	0.0	8.2	3.4	0.0	2.5	
Cycle Q Clear(g_c), s 5.				0.0	0.0	3.2	0.0	8.2	11.6	0.0	2.5	
Prop In Lane 0.0		0.26	0.33		0.09	1.00		0.34	1.00		0.06	
Lane Grp Cap(c), veh/h 69		0 0		0	0	526	0	581	302	0	520	
V/C Ratio(X) 0.4			0.58	0.00	0.00	0.05	0.00	0.69	0.27	0.00	0.25	
Avail Cap(c_a), veh/h 93		0 0		0	0	621	0	709	369	0	635	
HCM Platoon Ratio 1.0			1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Upstream Filter(I) 1.0			1.00	0.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh 9.				0.0	0.0	10.9	0.0	11.6	16.6	0.0	9.7	
Incr Delay (d2), s/veh 0.				0.0	0.0	0.0	0.0	2.1	0.5	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	
%ile BackOfQ(50%),veh/ln1.		0.0	2.1	0.0	0.0	0.1	0.0	2.1	0.5	0.0	0.5	
Unsig. Movement Delay, s/v		0 00	11 1	0.0	0.0	10.0	0.0	10.7	17 1	0.0	10.0	
LnGrp Delay(d),s/veh 10.		0.0		0.0	0.0	10.9	0.0	13.7	17.1	0.0	10.0	
		<u>A A</u>	В	A 400	A	В	A 405	В	В	A 044	A	
Approach Vol, veh/h	27			406			425			211		
Approach Delay, s/veh	10			11.4			13.5			12.7		
Approach LOS		В		В			В			В		
Timer - Assigned Phs		2	4		6		8					
Phs Duration (G+Y+Rc), s	19		21.0		19.9		21.0					
Change Period (Y+Rc), s		.0	6.0		6.0		6.0					
Max Green Setting (Gmax),			21.0		17.0		21.0					
Max Q Clear Time (g_c+l1),			7.2		13.6		10.2					
Green Ext Time (p_c), s	1	.2	1.2		0.3		1.8					
Intersection Summary												
HCM 6th Ctrl Delay		12.0										
HCM 6th LOS		В										

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	ሻ	7	ሻ	^	↑ ↑	
Traffic Volume (veh/h)	75	63	51	700	823	107
Future Volume (veh/h)	75	63	51	700	823	107
Initial Q (Qb), veh	0	0	0	0	023	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00	U	U	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac		1.00	1.00	No	No	1.00
Adj Sat Flow, veh/h/ln	1900	1811	1752	1796	1767	1767
	82	68	55	761		116
Adj Flow Rate, veh/h					895	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	0	6	10	7	9	9
Cap, veh/h	219	186	410	1765	1545	200
Arrive On Green	0.12	0.12	0.52	0.52	0.52	0.52
Sat Flow, veh/h	1810	1535	522	3503	3076	387
Grp Volume(v), veh/h	82	68	55	761	503	508
Grp Sat Flow(s), veh/h/li	n1810	1535	522	1706	1678	1697
Q Serve(g_s), s	1.2	1.2	2.4	4.0	6.0	6.0
Cycle Q Clear(g_c), s	1.2	1.2	8.3	4.0	6.0	6.0
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h		186	410	1765	868	878
V/C Ratio(X)	0.37	0.37	0.13	0.43	0.58	0.58
Avail Cap(c_a), veh/h	312	265	554	2706	1331	1346
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		11.7	7.7	4.4	4.8	4.8
Incr Delay (d2), s/veh	1.1	1.2	0.1	0.2	0.6	0.6
Initial Q Delay(d3),s/vel		0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),vel		0.3	0.1	0.2	0.4	0.4
Unsig. Movement Delay						
LnGrp Delay(d),s/veh	12.8	12.9	7.9	4.5	5.4	5.4
LnGrp LOS	В	В	Α	Α	Α	Α
Approach Vol, veh/h	150			816	1011	
Approach Delay, s/veh	12.9			4.7	5.4	
Approach LOS	В			Α	Α	
Timer - Assigned Phs		2		4		6
Phs Duration (G+Y+Rc)		21.0		8.0		21.0
Change Period (Y+Rc),	S	6.0		4.5		6.0
Max Green Setting (Gm	nax), s	23.0		5.0		23.0
Max Q Clear Time (g_c		10.3		3.2		8.0
Green Ext Time (p_c), s		4.4		0.1		5.3
Intersection Summary						
			5.7			
HCM 6th Ctrl Delay						
HCM 6th LOS			Α			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4		Ť		7	Ť		7	Ĭ	ĥ		
Traffic Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
Future Volume (veh/h)	58	159	172	105	121	78	103	304	20	67	378	110	
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	
• ,	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		
	1796	1796	1796	1841	1841	1722	1856	1737	1870	1559	1693	1693	
Adj Flow Rate, veh/h	63	173	187	114	132	85	112	330	22	73	411	120	
	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, %	7	7	7	4	4	12	3	11	2	23	14	14	
Cap, veh/h	131	223	214	363	565	448	305	782	713	421	566	165	
	0.31	0.31	0.31	0.31	0.31	0.31	0.45	0.45	0.45	0.45	0.45	0.45	
Sat Flow, veh/h	154	725	697	1005	1841	1459	866	1737	1585	858	1259	368	
Grp Volume(v), veh/h	423	0	0	114	132	85	112	330	22	73	0	531	
Grp Sat Flow(s), veh/h/ln		0	0	1005	1841	1459	866	1737	1585	858	0	1626	
Q Serve(g_s), s	7.5	0.0	0.0	0.0	2.6	2.1	6.0	6.4	0.4	3.1	0.0	13.2	
Cycle Q Clear(g_c), s	12.4	0.0	0.0	7.4	2.6	2.1	19.2	6.4	0.4	9.5	0.0	13.2	
	0.15		0.44	1.00		1.00	1.00		1.00	1.00		0.23	
Lane Grp Cap(c), veh/h	568	0	0	363	565	448	305	782	713	421	0	732	
\ /	0.74	0.00	0.00	0.31	0.23	0.19	0.37	0.42	0.03	0.17	0.00	0.73	
Avail Cap(c_a), veh/h	688	0	0	441	709	562	336	845	771	452	0	791	
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	
	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	
Uniform Delay (d), s/veh		0.0	0.0	14.4	12.8	12.6	18.9	9.2	7.6	12.4	0.0	11.1	
Incr Delay (d2), s/veh	3.6	0.0	0.0	0.5	0.2	0.2	1.1	0.5	0.0	0.3	0.0	3.5	
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	
%ile BackOfQ(50%),veh/		0.0	0.0	1.0	1.0	0.6	1.2	2.1	0.1	0.6	0.0	4.6	
Unsig. Movement Delay,		0.0	0.0	110	12.0	10.0	20.0	9.7	7.6	10.7	0.0	14.5	
. ,	19.6 B	0.0 A	0.0	14.9 B	13.0 B	12.8 B	20.0 B	9.7 A	7.6 A	12.7 B	0.0 A	14.5 B	
LnGrp LOS	D		Α	D		D	D		A	D		D	
Approach Vol, veh/h		423			331			464			604		
Approach LOS		19.6			13.6 B			12.1 B			14.3 B		
Approach LOS		В			В			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		28.2		21.1		28.2		21.1					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		24.0		19.0		24.0		19.0					
Max Q Clear Time (g_c+	l1), s	21.2		14.4		15.2		9.4					
Green Ext Time (p_c), s		1.1		0.7		4.0		0.9					
Intersection Summary													
HCM 6th Ctrl Delay			14.9										
HCM 6th LOS			В										

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WBL	WBR	NBT	NBR	SBL	SBT
					^
			359		609
	30				609
					0
			1.00	1.00	
		1.00			1.00
		No			No
	1870		1796	1870	1752
					662
					0.92
					10
					1410
					0.42
					3416
					662
					1664
6.1					5.1
6.1	0.6	3.1	7.0	4.9	5.1
1.00	1.00		1.00	1.00	
413	377	1445	645	423	1410
	0.09	0.31	0.60	0.11	0.47
		1445		423	1410
					1.00
					1.00
					7.3
					0.2
					0.2
					0.0
		0.0	1.5	U.Z	0.9
		0.0	0.5	0.5	7.0
					7.6
	В		A	A	Α
					709
15.4		8.1			7.7
В		Α			Α
	2		4		6
. S					21.0
•					6.0
					15.0
, ,					
					7.1
	2.2		0.5		2.8
		9.3			
ווייייייייייייייייייייייייייייייייייי	296 296 0 1.00 1.00 h No 1826 322 0.92 5 413 0.24 1739 6.1 6.1 1.00 413 0.78 638 1.00 1.00 n 12.6 3.3 0.0/lir2.2 y, s/veh 15.9 B 355 15.4 B	296 30 296 30 0 0 1.00 1.00 1.00 1.00 h No 1826 1870 322 33 0.92 0.92 5 2 413 377 0.24 0.24 1739 1585 322 33 1739 1585 6.1 0.6 6.1 0.6 1.00 1.00 413 377 0.78 0.09 638 582 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.01 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.01 1.01	296 30 416 296 30 416 0 0 0 1.00 1.00 1.00 1.00 1.00 h No No 1826 1870 1796 322 33 452 0.92 0.92 0.92 5 2 7 413 377 1445 0.24 0.24 0.42 1739 1585 3503 322 33 452 1739 1585 1706 6.1 0.6 3.1 1.00 1.00 413 377 1445 0.78 0.09 0.31 638 582 1445 1.00 1.00 1.00 1.00 1.00 1.00 1.01 1.00 1.00	296 30 416 359 296 30 416 359 0 0 0 0 0 1.00 1.00 1.00 1.00 1.00 1.00	296 30 416 359 43 296 30 416 359 43 0 0 0 0 0 0 1.00 1.00 1.00 1.00 1.00 1.00

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			र्स	7	7	ħβ		Ť	↑ ↑	
Traffic Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Future Volume (veh/h)	14	5	18	74	5	33	11	396	60	37	595	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approac	ch	No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1900	1900	1693	1900	1796	1796	1693	1752	1752
Adj Flow Rate, veh/h	15	5	20	80	5	36	12	430	65	40	647	28
Peak Hour Factor	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, %	0	0	0	0	0	14	0	7	7	14	10	10
Cap, veh/h	22	7	30	121	8	102	22	1442	217	421	1056	46
Arrive On Green	0.03	0.03	0.03	0.07	0.07	0.07	0.01	0.48	0.48	0.33	0.33	0.33
Sat Flow, veh/h	643	214	857	1708	107	1434	1810	2975	447	816	3250	141
Grp Volume(v), veh/h	40	0	0	85	0	36	12	245	250	40	331	344
Grp Sat Flow(s), veh/h/li		0	0	1815	0	1434	1810	1706	1716	816	1664	1726
Q Serve(g_s), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Cycle Q Clear(g_c), s	1.1	0.0	0.0	2.1	0.0	1.1	0.3	4.0	4.0	1.6	7.7	7.7
Prop In Lane	0.37		0.50	0.94		1.00	1.00		0.26	1.00		0.08
Lane Grp Cap(c), veh/h		0	0	129	0	102	22	827	832	421	541	561
V/C Ratio(X)	0.67	0.00	0.00	0.66	0.00	0.35	0.54	0.30	0.30	0.09	0.61	0.61
Avail Cap(c_a), veh/h	149	0	0	232	0	183	157	1154	1160	517	736	763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/vel		0.0	0.0	20.9	0.0	20.4	22.7	7.2	7.2	11.1	13.1	13.1
Incr Delay (d2), s/veh	12.3	0.0	0.0	5.7	0.0	2.1	18.5	0.3	0.3	0.1	1.6	1.5
Initial Q Delay(d3),s/vel		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%),vel		0.0	0.0	1.0	0.0	0.4	0.2	1.0	1.0	0.2	2.4	2.5
Unsig. Movement Delay												
LnGrp Delay(d),s/veh	34.3	0.0	0.0	26.6	0.0	22.5	41.2	7.4	7.5	11.2	14.7	14.7
LnGrp LOS	С	A	A	С	A	С	D	Α	A	В	В	В
Approach Vol, veh/h		40			121			507			715	
Approach Delay, s/veh		34.3			25.4			8.2			14.5	
Approach LOS		C			C			A			В	
•						_						
Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc)		29.2		7.6	7.4	21.8		9.4				
Change Period (Y+Rc),		* 6.8		6.0	* 6.8	* 6.8		6.1				
Max Green Setting (Gm		* 31		4.0	* 4	* 20		5.9				
Max Q Clear Time (g_c	, .	6.0		3.1	2.3	9.7		4.1				
Green Ext Time (p_c), s	S	6.8		0.0	0.0	4.5		0.0				
Intersection Summary												
HCM 6th Ctrl Delay			13.7									
HCM 6th LOS			В									
Notes												

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

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations		4			4			4			4		
Traffic Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	35	
Future Volume (veh/h)	16	202	18	5	234	21	25	14	16	25	32	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		
	1737	1737	1737	1796	1796	1796	1337	1337	1337	1811	1811	1811	
Adj Flow Rate, veh/h	17	220	20	5	254	23	27	15	17	27	35	38	
	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, %	11	11	11	7	7	7	38	38	38	6	6	6	
Cap, veh/h	148	760	66	126	809	72	228	32	34	195	58	62	
	0.50	0.50	0.50	0.50	0.50	0.50	0.10	0.10	0.10	0.10	0.10	0.10	
Sat Flow, veh/h	39	1517	131	8	1614	144	533	326	348	431	594	628	
Grp Volume(v), veh/h	257	0	0	282	0	0	59	0	0	100	0	0	
Grp Sat Flow(s), veh/h/ln		0	0	1766	0	0	1207	0	0	1653	0	0	
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0	
Cycle Q Clear(g_c), s	2.6	0.0	0.0	2.8	0.0	0.0	1.3	0.0	0.0	1.7	0.0	0.0	
	0.07		0.08	0.02		0.08	0.46		0.29	0.27		0.38	
Lane Grp Cap(c), veh/h	973	0	0	1007	0	0	294	0	0	315	0	0	
\	0.26	0.00	0.00	0.28	0.00	0.00	0.20	0.00	0.00	0.32	0.00	0.00	
— ,	1247	0	0	1300	0	0	476	0	0	578	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	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00	
Uniform Delay (d), s/veh		0.0	0.0	4.4	0.0	0.0	12.8	0.0	0.0	12.9	0.0	0.0	
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.2	0.0	0.0	0.3	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	0.0	0.0	0.0	
%ile BackOfQ(50%),veh		0.0	0.0	0.5	0.0	0.0	0.3	0.0	0.0	0.6	0.0	0.0	
Unsig. Movement Delay,		0.0	0.0	4.6	0.0	0.0	10.1	0.0	0.0	10 E	0.0	0.0	
LnGrp Delay(d),s/veh	4.6	0.0	0.0	4.6	0.0	0.0	13.1	0.0	0.0	13.5	0.0	0.0	
LnGrp LOS	Α	A	<u> </u>	A	A	<u> </u>	В	A	<u> </u>	В	A 400	<u> </u>	
Approach Vol, veh/h		257			282			59			100		
Approach LOS		4.6			4.6			13.1			13.5		
Approach LOS		Α			Α			В			В		
Timer - Assigned Phs		2		4		6		8					
Phs Duration (G+Y+Rc),		21.0		8.9		21.0		8.9					
Change Period (Y+Rc), s		6.0		6.0		6.0		6.0					
Max Green Setting (Gma		20.0		8.0		20.0		8.0					
Max Q Clear Time (g_c+	l1), s	4.8		3.3		4.6		3.7					
Green Ext Time (p_c), s		1.2		0.0		1.1		0.1					
Intersection Summary													
HCM 6th Ctrl Delay			6.6										
HCM 6th LOS			Α										

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	•	₩	•	Ť		-	¥	
Movement	WBL	WE	_ WBR	NBT	NBR	SBL	SBT	
Lane Configurations	*			ĵ.		*	^	
Traffic Volume (veh/h)	50			445	40	168	480	
Future Volume (veh/h)	50	,		445	40	168	480	
Initial Q (Qb), veh	0	,		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00	T) 1.0	1.00		1.00	1.00		
Parking Bus, Adj	1.00			1.00	1.00	1.00	1.00	
Work Zone On Approac				No			No	
Adj Sat Flow, veh/h/ln	1870			1722	1722	1604	1707	
Adj Flow Rate, veh/h	54			484	43	183	522	
Peak Hour Factor	0.92			0.92	0.92	0.92	0.92	
Percent Heavy Veh, %	2			12	12	20	13	
Cap, veh/h	377			832	74	396	1732	
Arrive On Green	0.21			0.53	0.53	0.53	0.53	
Sat Flow, veh/h	1781			1559	138	751	3329	
Grp Volume(v), veh/h	54			0	527	183	522	
Grp Sat Flow(s), veh/h/l				0	1697	751	1622	
Q Serve(g_s), s	1.2			0.0	9.9	10.3	4.2	
Cycle Q Clear(g_c), s	1.2			0.0	9.9	20.2	4.2	
Prop In Lane	1.00			0.0	0.08	1.00	4.2	
Lane Grp Cap(c), veh/h				0	906	396	1732	
	0.14			0.00	0.58	0.46	0.30	
V/C Ratio(X)								
Avail Cap(c_a), veh/h	377			1.00	1007	441	1925	
HCM Platoon Ratio	1.00			1.00	1.00	1.00	1.00	
Upstream Filter(I)	1.00			0.00	1.00	1.00	1.00	
Uniform Delay (d), s/ve				0.0	7.4	14.3	6.1	
Incr Delay (d2), s/veh	0.2			0.0	0.7	0.8	0.1	
Initial Q Delay(d3),s/vel				0.0	0.0	0.0	0.0	
%ile BackOfQ(50%),ve				0.0	2.3	1.4	0.9	
Unsig. Movement Delay	•			0.0	0.4	4= 4	0.0	
LnGrp Delay(d),s/veh	15.3	eh 15		0.0	8.1	15.1	6.2	
LnGrp LOS	В			A	A	<u>B</u>	A	
Approach Vol, veh/h	354			527			705	
Approach Delay, s/veh	46.9	veh 46		8.1			8.5	
Approach LOS	D)	Α			Α	
Timer - Assigned Phs		hs	2				6	ľ
Phs Duration (G+Y+Rc) s		31.2				31.2	
Change Period (Y+Rc),	, .	,,	6.0				6.0	
Max Green Setting (Gr							28.0	
Max Q Clear Time (g_c	, .	,					22.2	
Green Ext Time (p_c),			5.1				3.0	
OLCCH EVELLING IN CITY	3	•	J. 1				5.0	
`` '								
Intersection Summary		ary						١
`` ′		_		17.0				

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Intersection												
Int Delay, s/veh	3.1											
		EDT	EDD	WDI	WDT	WDD	NDI	NDT	NDD	ODI	CDT	CDD
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4		ሻ	₽		1	ĵ.	
Traffic Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Future Vol, veh/h	43	14	16	10	10	27	15	256	15	20	168	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	100	-	-	100	-	-
Veh in Median Storage	э,# -	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	8	2	2	20	2
Mvmt Flow	47	15	17	11	11	29	16	278	16	22	183	22
Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	576	564	194	572	567	286	205	0	0	294	0	0
Stage 1	238	238	194	318	318	200	205	-	-	294	-	U
Stage 2	338	326	-	254	249	_	-	_	-	_	-	_
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
	6.12	5.52	0.22	6.12	5.52	0.22	4.12	_	-	4.12	-	_
Critical Hdwy Stg 1	6.12	5.52		6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	3.518	4.018	3.318		4.018	3.318	2.218	_	-	2.218	-	-
Follow-up Hdwy		4.018	847		4.018	753	1366	_	-	1268		-
Pot Cap-1 Maneuver	428	708		431	654	153	1300	-	-	1200	-	-
Stage 1	765		-	693		-	-	-	-	-	-	-
Stage 2	676	648	-	750	701	-	-	-	-	-	-	-
Platoon blocked, %	204	400	0.47	400	400	750	1200	-	-	1000	-	-
Mov Cap-1 Maneuver	394	422	847	402	420	753	1366	-	-	1268	-	-
Mov Cap-2 Maneuver	394	422	-	402	420	-	-	-	-	-	-	-
Stage 1	756	696	-	685	646	-	-	-	-	-	-	-
Stage 2	631	640	-	706	689	-	-	-	-	-	-	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	14.6			12.1			0.4			0.8		
HCM LOS	В			В								
Minor Lane/Major Mvn	nt	NBL	NBT	NRR	EBLn1V	VRI n1	SBL	SBT	SBR			
Capacity (veh/h)		1366	1101	ייטויי	453	556	1268	CDI	UDIT			
HCM Lane V/C Ratio		0.012	-		0.175			_	-			
	\	7.7	-		14.6	12.1	7.9	-	-			
HCM Control Delay (s) HCM Lane LOS			-	-				-				
	.\	A	-	-	0.6	0.3	A	-	-			
HCM 95th %tile Q(veh)	0	-	-	0.6	0.3	0.1	-	-			

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Intersection												
Int Delay, s/veh	7.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	<u> </u>	<u> </u>	LDIT	ነ ነ	\$	TTDIT.	INDE	4	HOIT	052	4	OBIT
Traffic Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Future Vol, veh/h	43	338	21	45	244	14	61	35	28	26	42	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	200	-	-	200	-	-	-	-	-	-	-	-
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	7	10	7	5	2	4	0	14	2	5	2
Mvmt Flow	47	367	23	49	265	15	66	38	30	28	46	23
Major/Minor I	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	390	0	0	878	851	379	878	855	273
Stage 1	-	-	-	-	-	-	473	473	-	371	371	-
Stage 2	-	-	-	-	-	-	405	378	-	507	484	-
Critical Hdwy	4.12	-	-	4.17	-	-	7.14	6.5	6.34	7.12	6.55	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.14	5.5	-	6.12	5.55	-
Follow-up Hdwy	2.218	-	-	2.263	-	-	3.536	4	3.426	3.518	4.045	3.318
Pot Cap-1 Maneuver	1283	-	-	1142	-	-	266	299	642	268	292	766
Stage 1	-	-	-	-	-	-	568	562	-	649	614	-
Stage 2	-	-	-	-	-	-	618	619	-	548	547	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1283	-	-	1142	-	-	211	276	642	215	269	766
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	276	-	215	269	-
Stage 1	-	-	-	-	-	-	547	541	-	625	588	-
Stage 2	-	-	-	-	-	-	529	592	-	468	527	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.8			1.2			30.9			23.3		
HCM LOS							D			С		
Minor Lane/Major Mvm	ıt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1			
Capacity (veh/h)		270	1283	-		1142	-	-				
HCM Lane V/C Ratio		0.499		-		0.043	_	_	0.331			
HCM Control Delay (s)		30.9	7.9	-	-	8.3	-	-				
HCM Lane LOS		D	A	-	-	Α	-	-	С			
HCM 95th %tile Q(veh))	2.6	0.1	-	-	0.1	-	-	1.4			