

 Volume 2 – Accessory Data**6060 North Central Expressway Mixed-Use Site**
Dallas, Texas

April 30, 2018

Kimley-Horn and Associates, Inc.
Dallas, Texas

Project #063238300
Registered Firm F-928

Kimley»Horn



2007 6060 North Central and SMU Site TIA Excerpts

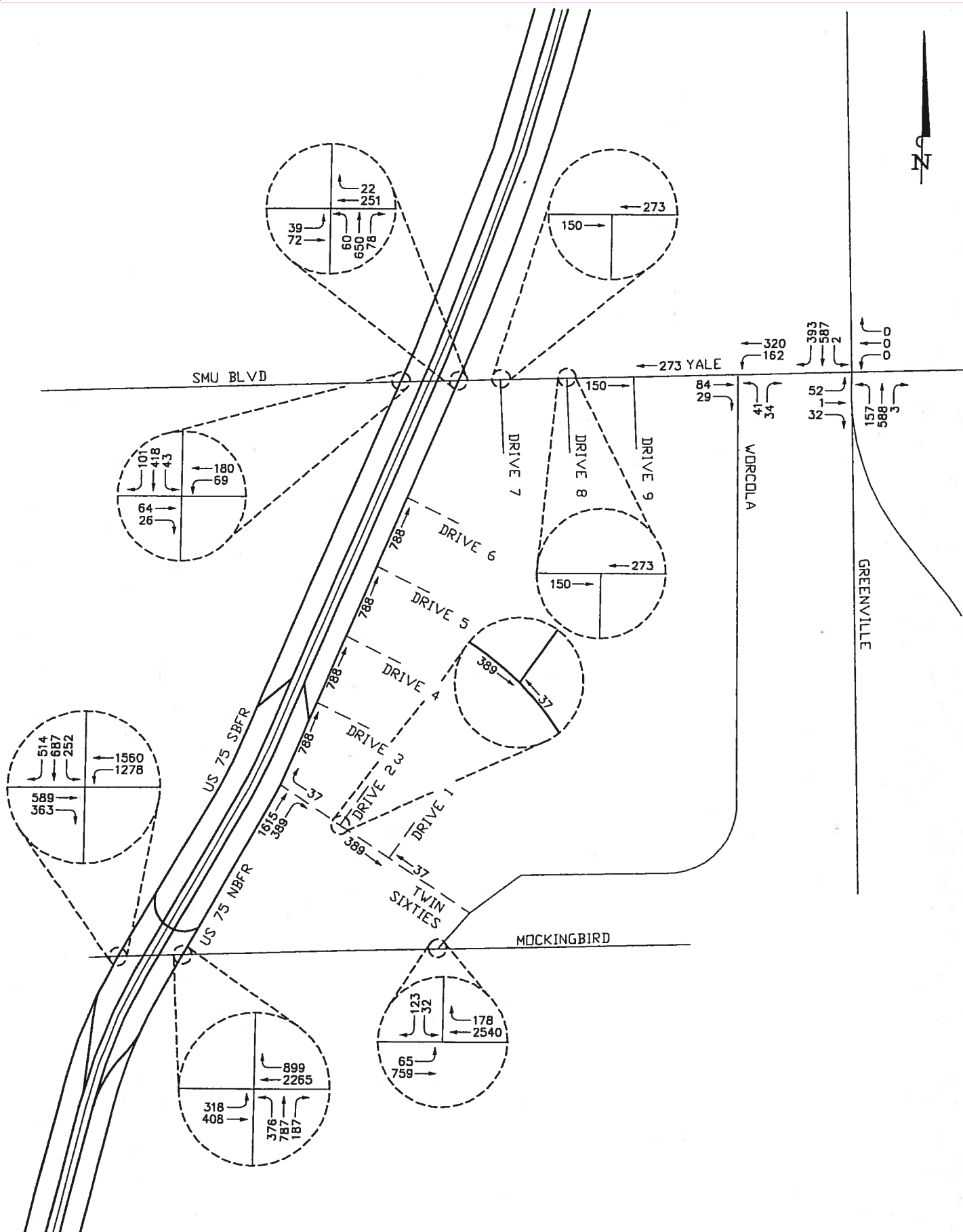


EXHIBIT 5 - 2007 Existing AM Traffic Volumes

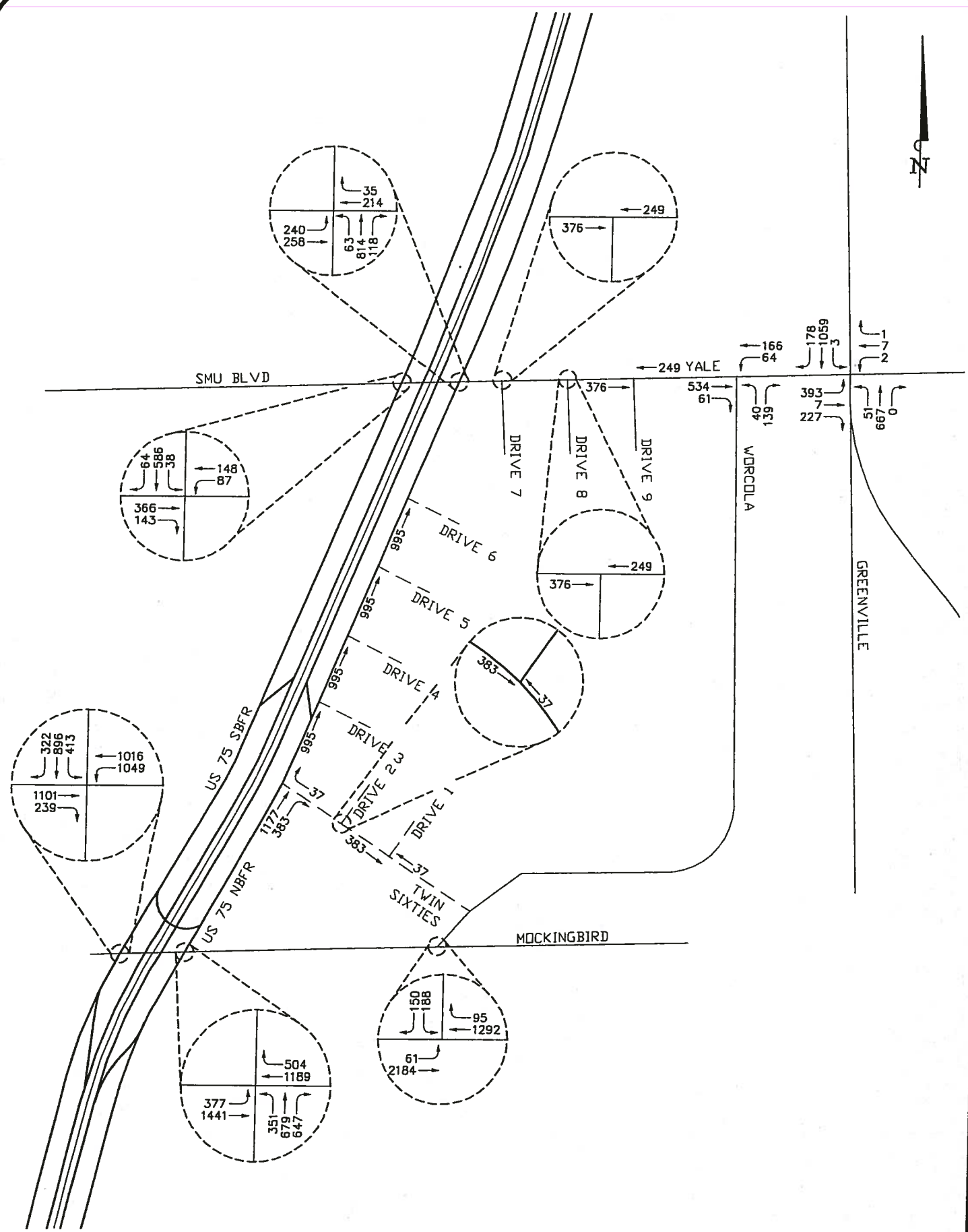


EXHIBIT 6 - 2007 Existing PM Traffic Volumes



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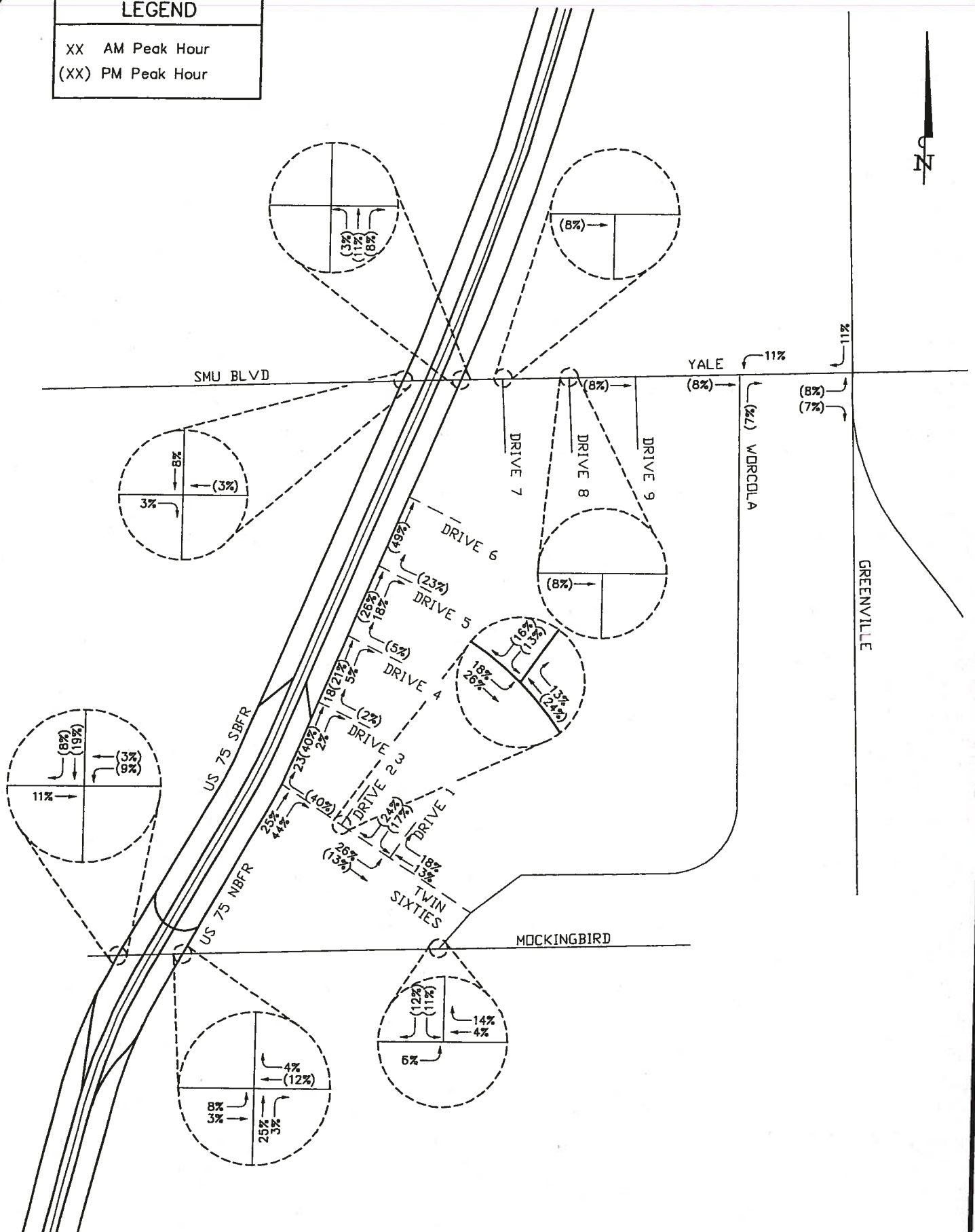
Table 2 – Trip Generation for 6060 Site

6060 Site Existing	Amount	Units	ITE Code	Daily Total	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Office	195,550	SF	710	2,236	282	39	321	51	247	298
Hotel	291	DU	310	2,377	94	60	154	91	81	172
Everest College	700	Students	540	840	69	15	84	54	30	84
<i>Existing 6060 Site Trips</i>				5,453	445	114	559	196	358	554
<i>Transit Reduction 20%</i>				1,091	89	23	112	39	72	111
<i>Existing External Vehicular Trips</i>				4,362	356	91	447	157	286	443

6060 Site Proposed Addition	Amount	Units	ITE Code	Daily Total	AM Peak Hour			PM Peak Hour		
					IN	OUT	TOTAL	IN	OUT	TOTAL
Apartment	380	DU	220	2,434	38	152	190	148	79	227
Office	262,601	SF	710	2,806	357	49	406	63	310	373
<i>New 6060 Site Trips</i>				5,240	395	201	596	211	389	600

<i>Raw Total 6060 Site Trips</i>	10,693	840	315	1,155	407	747	1,154
<i>Internal Trips</i>	74	1	1	2	3	3	6
<i>External Trips After Internal Capture</i>	10,619	839	314	1,153	404	744	1,148
<i>Transit Reduction 20%</i>	2,124	168	63	231	81	149	230
<i>Total External Vehicular Trips</i>	8,495	671	251	922	323	595	918
<i>Existing External Vehicular Trips</i>	4,362	356	91	447	157	286	443
<i>Net New External Vehicular Trips</i>	4,133	315	160	475	166	309	475

LEGEND	
XX	AM Peak Hour
(XX)	PM Peak Hour



**EXHIBIT 8 - 6060 Site
Distribution and Traffic Assignment**

LEGEND

XX AM Peak Hour

(XX) PM Peak Hour

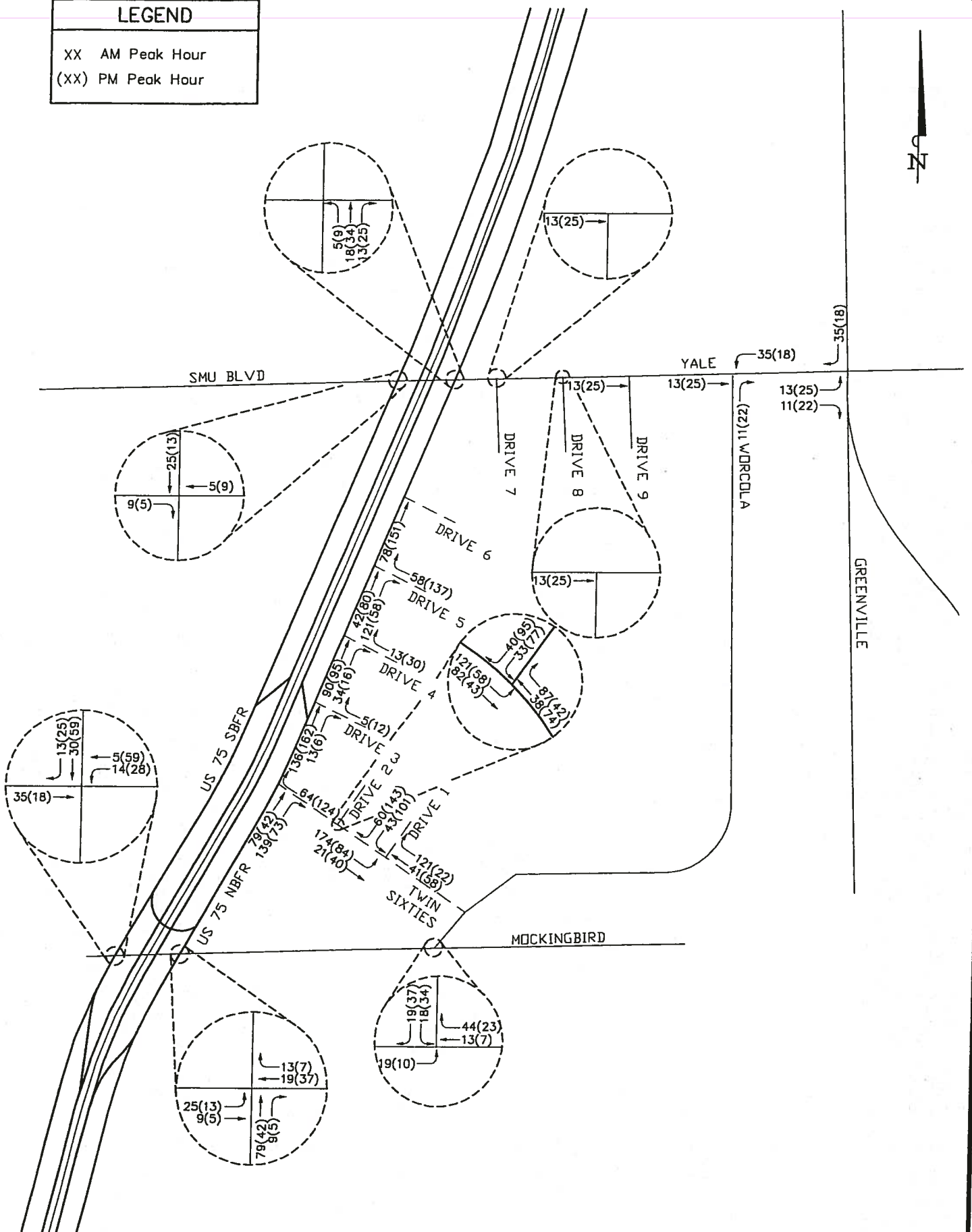


EXHIBIT 10 - 6060 Site - AM Site Generated Traffic



Kimley-Horn
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Worksheet 1: Peak Hour, 35 MPH or Less Pedestrian Signal Warrant

WORKSHEET 1: PEAK-HOUR, 35 MPH (55 KM/H) OR LESS		
Analyst and Site Information		
Analyst: <i>Jacob Halter</i>	Major Street: <i>Twin Sixties Drive</i>	
Analysis Date: <i>4/27/2018</i>	Minor Street or Location: <i>Katy Trail</i>	
Data Collection Date: <i>4/18/18</i>	Peak Hour: <i>PM peak hour</i>	
Step 1: Select worksheet (speed reflects posted or statutory speed limit or 85 th percentile speed on the major street):		
a) <u>Worksheet 1 – 35 mph (55 km/h) or less</u>		
b) Worksheet 2 – exceeds 35 mph (55 km/h), communities with less than 10,000, or where major transit stop exists		
Step 2: Does the crossing meet minimum pedestrian volumes to be considered for a TCD type of treatment?		
Peak-hour pedestrian volume (ped/h), V_p	2a	<i>138</i>
If $2a \geq 20$ ped/h, then go to Step 3.		
If $2a < 20$ ped/h, then consider median refuge islands, curb extensions, traffic calming, etc. as feasible.		
Step 3: Does the crossing meet the pedestrian volume warrant for a traffic signal?		
Major road volume, total of both approaches during peak hour (veh/h), V_{maj-s}	3a	<i>467</i>
Minimum signal warrant volume for peak hour (use 3a for V_{maj-s}), SC $SC = (0.00021 V_{maj-s}^2 - 0.74072 V_{maj-s} + 734.125)/0.75$ OR $[(0.00021 3a^2 - 0.74072 3a + 734.125)/0.75]$	3b	<i>579</i>
If $3b < 133$, then enter 133. If $3b \geq 133$, then enter 3b.	3c	<i>579</i>
If 15 th percentile crossing speed of pedestrians is less than 3.5 ft/s (1.1 m/s), then reduce 3c by up to 50 percent; otherwise enter 3c.	3d	<i>579</i>
If $2a \geq 3d$, then the warrant has been met and a traffic signal should be considered if not within 300 ft (91 m) of another traffic signal. <u>Otherwise, the warrant has not been met.</u> Go to Step 4.		
Step 4: Estimate pedestrian delay.		
Pedestrian crossing distance, curb to curb (ft), L	4a	<i>35</i>
Pedestrian walking speed (ft/s), S_p	4b	<i>3.5</i>
Pedestrian start-up time and end clearance time (s), t_s	4c	<i>3</i>
Critical gap required for crossing pedestrian (s), $t_c = (L/S_p) + t_s$ OR $[(4a/4b) + 4c]$	4d	<i>13</i>
Major road volume, total both approaches or approach being crossed if median refuge island is present during peak hour (veh/h), V_{maj-d}	4e	<i>467</i>
Major road flow rate (veh/s), $v = V_{maj-d}/3600$ OR $[4e/3600]$	4f	<i>0.1297</i>
Average pedestrian delay (s/person), $d_p = (e^{v t_c} - v t_c - 1) / v$ OR $[(e^{4f \times 4d} - 4f \times 4d - 1) / 4f]$	4g	<i>20.92</i>
Total pedestrian delay (h), $D_p = (d_p \times V_p)/3,600$ OR $[(4g \times 2a)/3600]$ (this is estimated delay for all pedestrians crossing the major roadway without a crossing treatment – assumes 0% compliance). This calculated value can be replaced with the actual total pedestrian delay measured at the site.	4h	<i>0.8019</i>
Step 5: Select treatment based upon total pedestrian delay and expected motorist compliance.		
Expected motorist compliance at pedestrian crossings in region, Comp = <u>high</u> or low	5a	<i>High</i>
Total Pedestrian Delay, D_p (from 4h) and Motorist Compliance, Comp (from 5a)	Treatment Category (see Descriptions of Sample Treatments for examples)	
$D_p \geq 21.3$ h (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = low	RED	
$1.3 \text{ h} \leq D_p < 5.3$ h (Comp = high or low) OR $5.3 \text{ h} \leq D_p < 21.3$ h and Comp = high	ACTIVE OR ENHANCED	
$D_p < 1.3$ h (Comp = high or low)	CROSSWALK	

Figure A-2. Worksheet 1.



Internal Capture Worksheets

Internal Capture Reduction Calculations

Methodology for A.M. Peak Hour and P.M. Peak Hour
based on the *Trip Generation Handbook*, 3rd Edition, published by the Institute of Transportation Engineers

Methodology for Daily
based on the average of the Unconstrained Rates for the A.M. Peak Hour and P.M. Peak Hour

6060 NCE - Dallas, TX

SUMMARY

GROSS TRIP GENERATION

INPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	218	218	55	9	8	40
	Retail	1,209	1,209	33	21	101	109
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	1,328	1,328	45	141	134	85
	Hotel	0	0	0	0	0	0
Gross Trips Total:		2,755	2,755	0	0	0	0

INTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	78	55	4	3	5	9
	Retail	215	280	4	3	18	30
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	245	203	1	3	29	13
	Hotel	0	0	0	0	0	0
Internal Trips Totals:		538	538	9	9	52	52
% Reduction		19.5%		0.0%		0.0%	

EXTERNAL TRIPS

OUTPUT	Land Use	Daily		A.M. Peak Hour		P.M. Peak Hour	
		Enter	Exit	Enter	Exit	Enter	Exit
	Office	140	163	51	6	3	31
	Retail	994	929	29	18	83	79
	Restaurant	0	0	0	0	0	0
	Cinema/Entertainment	0	0	0	0	0	0
	Residential	1,083	1,125	44	138	105	72
	Hotel	0	0	0	0	0	0
External Trips Total:		2,217	2,217	124	162	191	182

TRAFFIC COUNTS AND HISTORICAL DATA

6060 NCE - Dallas, TX

Historical Link Volumes and Growth Rates

Twin Sixties Drive						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2014	US 75 NBFR	Worcola Street	TxDOT	3,915	-
2	2018	US 75 NBFR	Worcola Street	KHA	4,006	0.6%

US 75 NBFR						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	Mockingbird Lane	SMU Boulevard	KHA	10,820	-

US 75 NBFR On-Ramp north of Mockingbird Lane						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	2018	Mockingbird Lane	US 75 Main Lanes	KHA	15,418	-

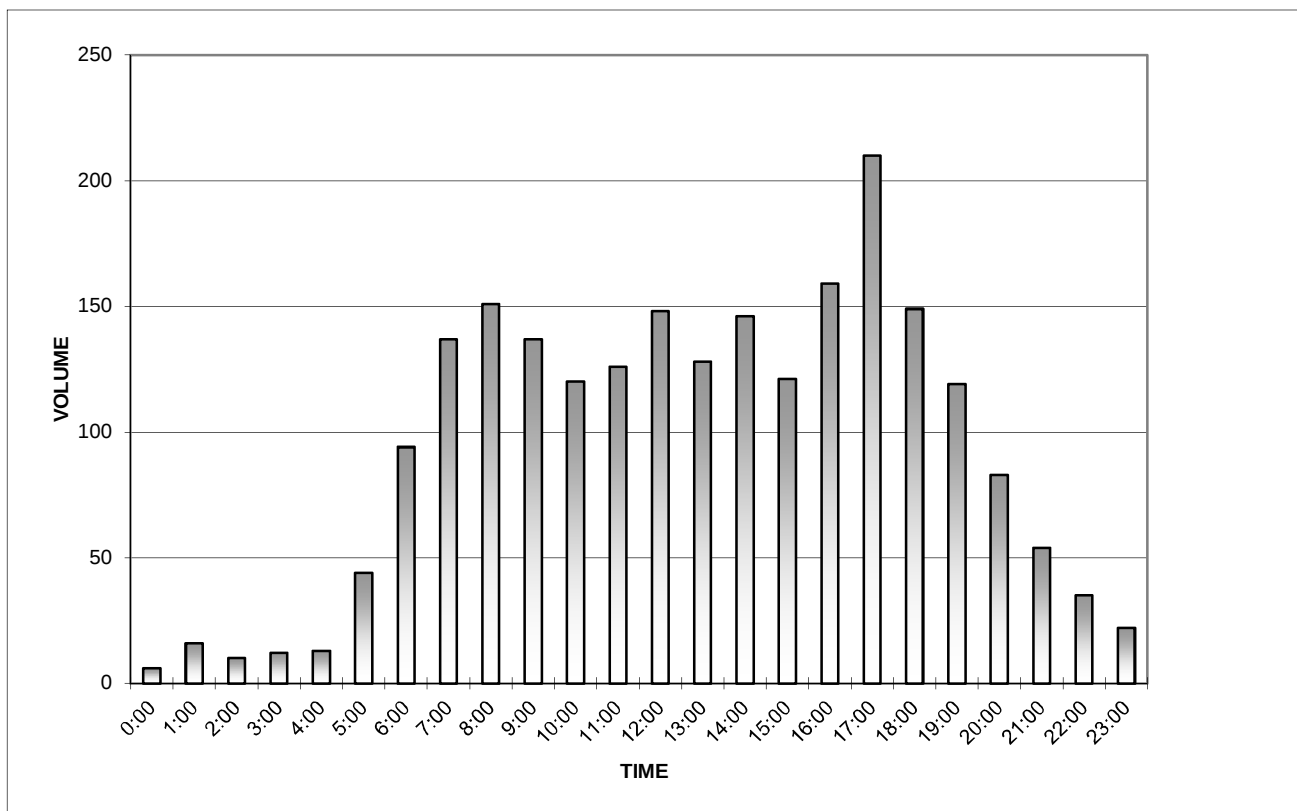
Mockingbird Lane						
Record	Year	Link Start	Link End	Source	24-Hour Volume	Annual Growth Rate
1	1999	US 75 NBFR	Worcola Street	TxDOT	46,152	-
2	2004	US 75 NBFR	Worcola Street	TxDOT	48,598	1.0%
3	2013	US 75 NBFR	Worcola Street	TxDOT	45,359	-0.8%
4	2014	US 75 NBFR	Worcola Street	TxDOT	42,229	-6.9%
5	2015	US 75 NBFR	Worcola Street	TxDOT	44,048	4.3%
6	2016	US 75 NBFR	Worcola Street	TxDOT	45,796	4.0%
Average Growth 1999 - 2016:						-0.4%

EB Twin Sixties Drive East of US 75 NBFR

Date Began:
4/18/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	3	0	1	2	6
1:00	1	2	8	5	16
2:00	1	3	1	5	10
3:00	2	3	3	4	12
4:00	4	5	3	1	13
5:00	5	11	9	19	44
6:00	22	27	25	20	94
7:00	36	35	26	40	137
8:00	43	36	37	35	151
9:00	37	26	32	42	137
10:00	32	40	26	22	120
11:00	30	27	30	39	126
12:00	49	35	31	33	148
13:00	38	22	35	33	128
14:00	36	36	37	37	146
15:00	32	31	25	33	121
16:00	35	27	42	55	159
17:00	51	55	56	48	210
18:00	41	37	37	34	149
19:00	38	38	18	25	119
20:00	30	23	24	6	83
21:00	14	12	11	17	54
22:00	11	13	7	4	35
23:00	8	6	6	2	22
TOTAL:					2240

The A.M. peak hour from 7:45 to 8:45 is 156
The P.M. peak hour from 16:45 to 17:45 is 217

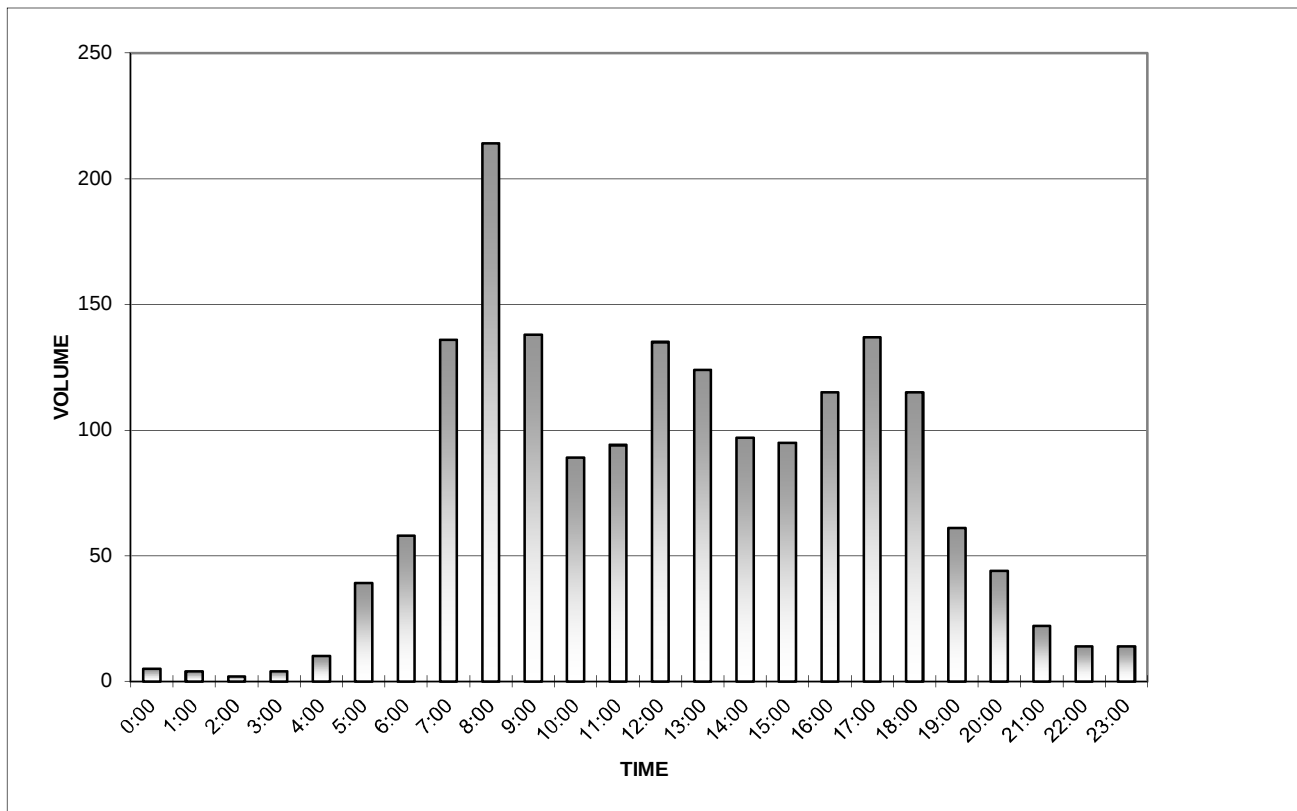


WB Twin Sixties Drive East of US 75 NBFR

Date Began:
4/18/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	2	0	1	2	5
1:00	1	2	0	1	4
2:00	1	1	0	0	2
3:00	0	1	1	2	4
4:00	2	0	5	3	10
5:00	5	6	7	21	39
6:00	6	11	11	30	58
7:00	25	32	32	47	136
8:00	46	66	56	46	214
9:00	41	34	31	32	138
10:00	25	19	22	23	89
11:00	13	16	26	39	94
12:00	37	29	33	36	135
13:00	31	34	25	34	124
14:00	22	16	28	31	97
15:00	19	33	20	23	95
16:00	41	27	25	22	115
17:00	39	32	36	30	137
18:00	35	31	32	17	115
19:00	14	21	11	15	61
20:00	14	10	11	9	44
21:00	7	9	4	2	22
22:00	2	4	5	3	14
23:00	6	4	2	2	14
TOTAL:					1766

The A.M. peak hour from 7:45 to 8:45 is 215
The P.M. peak hour from 17:00 to 18:00 is 137



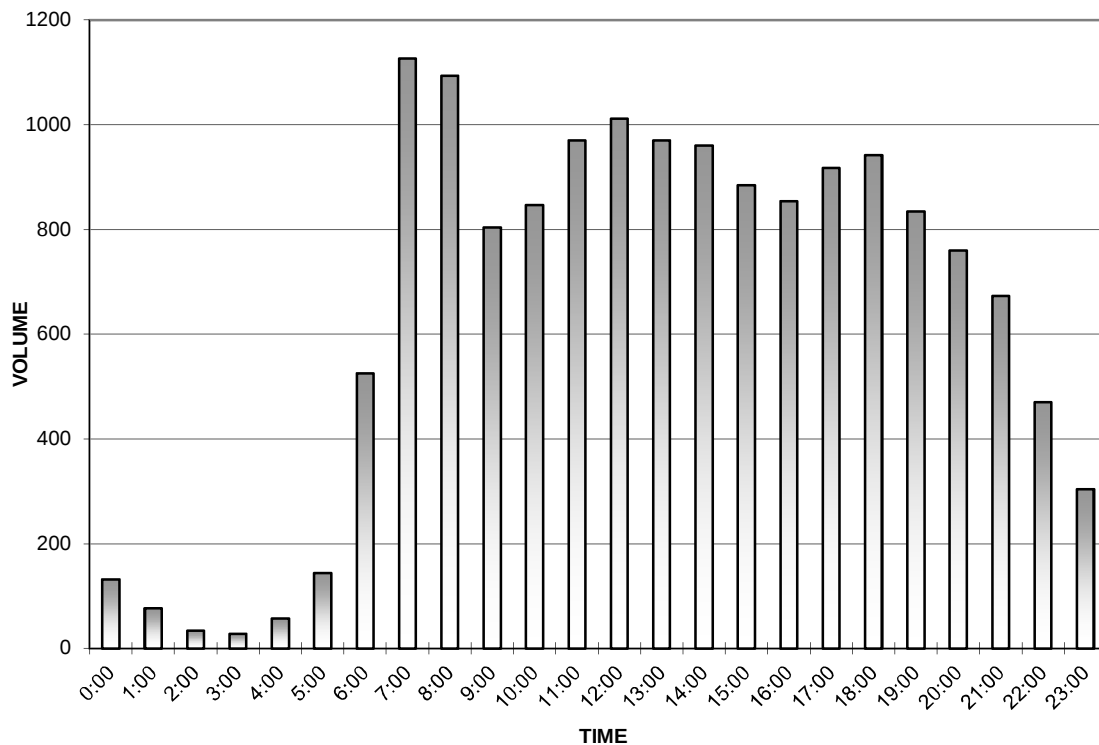
Date Began:
4/18/2018

US 75 NB US 75 On Ramp

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	56	30	20	26	132
1:00	18	23	16	19	76
2:00	6	10	8	10	34
3:00	4	8	8	8	28
4:00	12	9	12	24	57
5:00	28	38	32	46	144
6:00	74	117	136	198	525
7:00	240	278	303	306	1127
8:00	307	282	258	247	1094
9:00	204	209	200	191	804
10:00	193	208	220	226	847
11:00	220	234	262	254	970
12:00	262	242	246	262	1012
13:00	258	266	210	236	970
14:00	224	254	254	228	960
15:00	254	216	206	208	884
16:00	242	198	212	202	854
17:00	213	240	228	236	917
18:00	266	258	219	199	942
19:00	202	226	199	207	834
20:00	176	208	198	178	760
21:00	172	202	155	144	673
22:00	139	149	97	85	470
23:00	104	79	49	72	304

TOTAL: 15418

The A.M. peak hour from 7:30 to 8:30 is 1198
The P.M. peak hour from 14:15 to 15:15 is 990

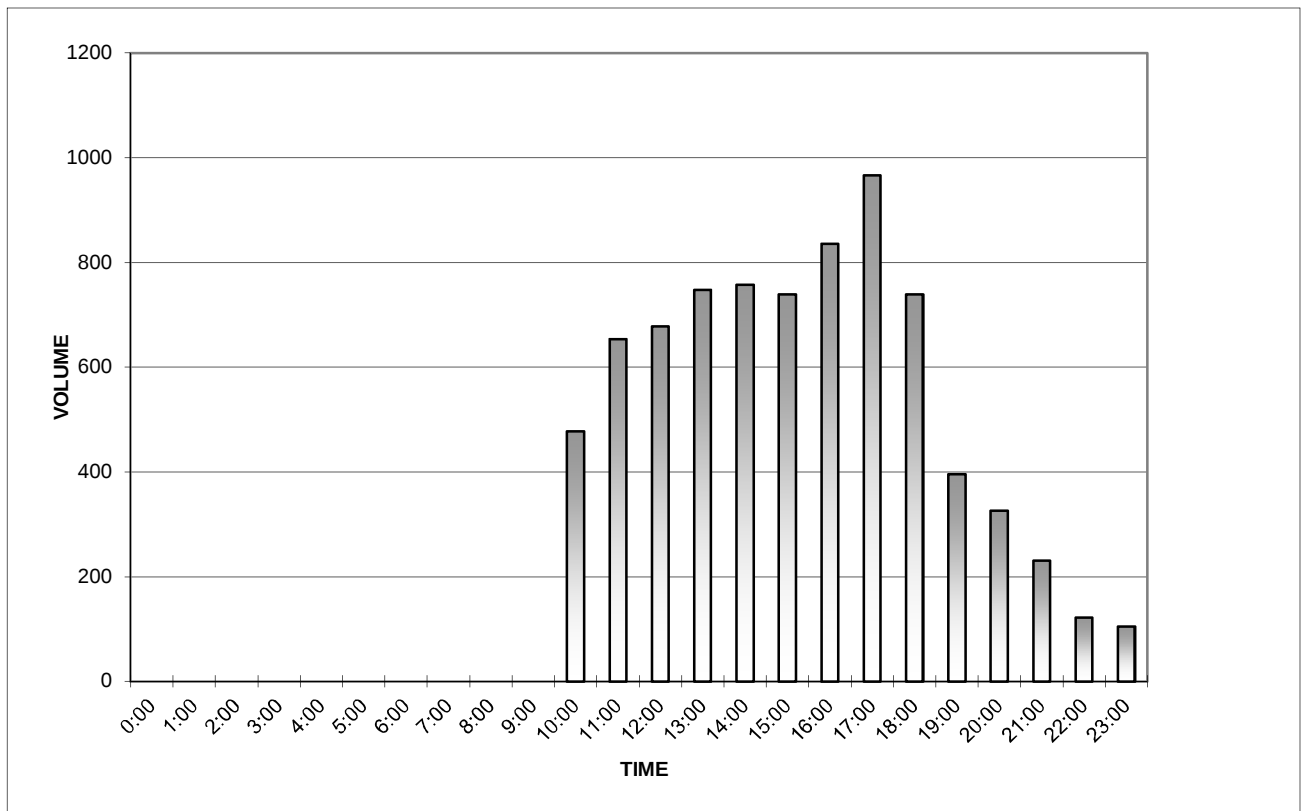


US 75 NBFR

Date Began:
4/17/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	0	0	0	0	0
1:00	0	0	0	0	0
2:00	0	0	0	0	0
3:00	0	0	0	0	0
4:00	0	0	0	0	0
5:00	0	0	0	0	0
6:00	0	0	0	0	0
7:00	0	0	0	0	0
8:00	0	0	0	0	0
9:00	0	0	0	0	0
10:00	0	155	160	162	477
11:00	165	170	158	161	654
12:00	168	173	162	175	678
13:00	178	146	213	211	748
14:00	197	192	182	186	757
15:00	194	185	186	174	739
16:00	176	184	240	236	836
17:00	224	226	266	250	966
18:00	224	201	169	145	739
19:00	122	100	88	86	396
20:00	90	64	80	92	326
21:00	60	41	74	56	231
22:00	28	29	36	29	122
23:00	25	28	24	28	105
TOTAL:					7774

The A.M. peak hour from 11:00 to 12:00 is 0
The P.M. peak hour from 17:15 to 18:15 is 966

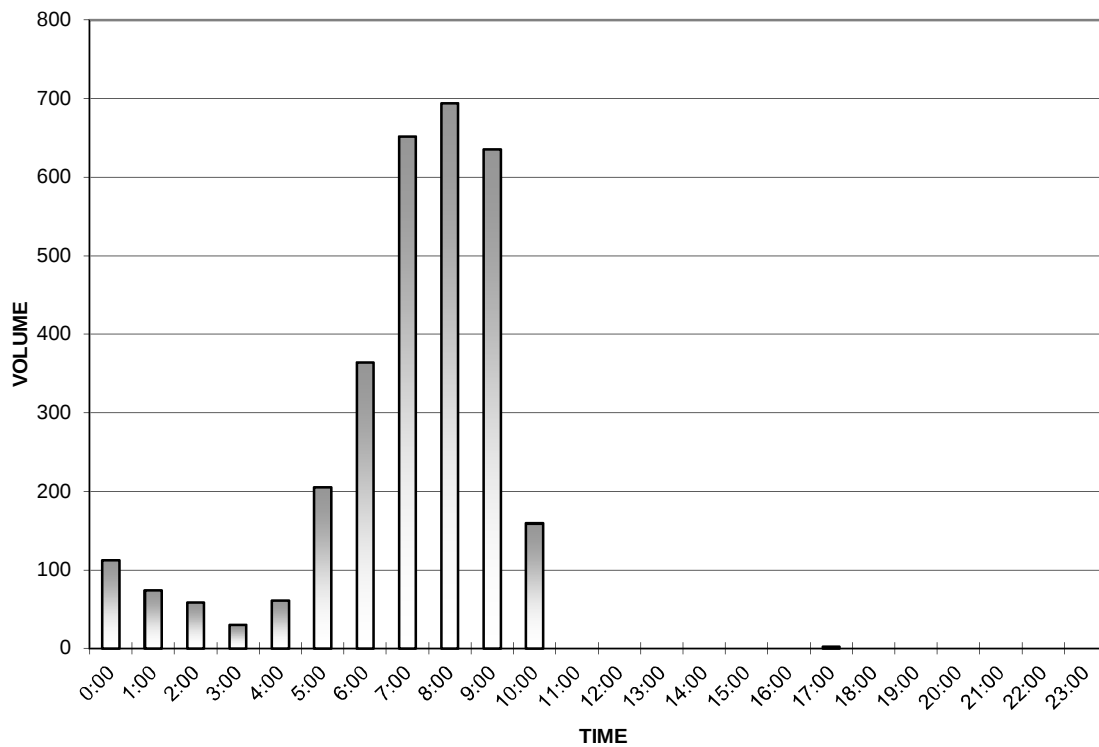


US 75 NBFR

Date Began:
4/18/2018

TIME	0:00	0:15	0:30	0:45	TOTAL
0:00	32	30	28	22	112
1:00	25	18	12	19	74
2:00	14	15	17	12	58
3:00	8	6	7	9	30
4:00	11	12	15	23	61
5:00	33	49	60	63	205
6:00	72	81	96	115	364
7:00	128	160	168	196	652
8:00	172	191	180	151	694
9:00	148	150	163	174	635
10:00	159	0	0	0	159
11:00	0	0	0	0	0
12:00	0	0	0	0	0
13:00	0	0	0	0	0
14:00	0	0	0	0	0
15:00	0	0	0	0	0
16:00	0	0	0	0	0
17:00	2	0	0	0	2
18:00	0	0	0	0	0
19:00	0	0	0	0	0
20:00	0	0	0	0	0
21:00	0	0	0	0	0
22:00	0	0	0	0	0
23:00	0	0	0	0	0
TOTAL:					3046

The A.M. peak hour from 7:45 to 8:45 is 739
The P.M. peak hour from 17:00 to 18:00 is 2



1. Twin Sixties Drive at 6060 Driveway - TMC

Wed Apr 18, 2018

Full Length (7AM-9AM, 4:30PM-6:30PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 512171, Location: 32.839088, -96.775289



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction Time	Twin Sixties Drive Eastbound					Twin Sixties Drive Westbound					Drive way(s) Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2018-04-18 7:00AM	4	33	0	37	0	23	7	0	30	1	1	2	0	3	0	70
	12	24	0	36	0	31	10	0	41	1	1	0	0	1	0	78
	6	21	0	27	0	31	9	0	40	8	4	1	0	5	0	72
	15	25	0	40	0	45	22	0	67	5	0	1	0	1	0	108
	37	103	0	140	0	130	48	0	178	15	6	4	0	10	0	328
8:00AM	21	20	0	41	0	45	23	0	68	0	0	1	0	1	0	110
8:15AM	13	22	0	35	0	59	19	0	78	0	5	7	0	12	0	125
8:30AM	21	16	0	37	0	55	20	0	75	0	2	2	0	4	0	116
8:45AM	19	16	0	35	0	44	16	0	60	0	1	3	0	4	0	99
Hourly Total	74	74	0	148	0	203	78	0	281	0	8	13	0	21	0	450
4:30PM	6	36	0	42	0	14	3	0	17	1	12	10	0	22	2	81
4:45PM	8	44	1	53	0	14	8	0	22	0	14	8	0	22	0	97
Hourly Total	14	80	1	95	0	28	11	0	39	1	26	18	0	44	2	178
5:00PM	4	48	0	52	1	15	4	0	19	0	29	24	0	53	1	124
5:15PM	8	47	0	55	0	23	3	0	26	0	12	10	0	22	0	103
5:30PM	1	54	0	55	0	21	3	0	24	0	16	15	0	31	0	110
5:45PM	2	47	0	49	0	17	2	0	19	0	18	13	0	31	0	99
Hourly Total	15	196	0	211	1	76	12	0	88	0	75	62	0	137	1	436
6:00PM	3	37	0	40	0	24	1	1	26	0	5	9	0	14	0	80
6:15PM	3	35	0	38	0	22	3	0	25	0	8	9	0	17	0	80
Hourly Total	6	72	0	78	0	46	4	1	51	0	13	18	0	31	0	160
Total	146	525	1	672	1	483	153	1	637	16	128	115	0	243	3	1552
% Approach	21.7%	78.1%	0.1%	-	-	75.8%	24.0%	0.2%	-	-	52.7%	47.3%	0%	-	-	-
% Total	9.4%	33.8%	0.1%	43.3%	-	31.1%	9.9%	0.1%	41.0%	-	8.2%	7.4%	0%	15.7%	-	-
Lights	142	478	0	620	-	466	152	1	619	-	125	113	0	238	-	1477
% Lights	97.3%	91.0%	0%	92.3%	-	96.5%	99.3%	100%	97.2%	-	97.7%	98.3%	0%	97.9%	-	95.2%
Articulated Trucks	1	1	0	2	-	1	0	0	1	-	0	0	0	0	-	3
% Articulated Trucks	0.7%	0.2%	0%	0.3%	-	0.2%	0%	0%	0.2%	-	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	3	46	1	50	-	16	1	0	17	-	3	2	0	5	-	72
% Buses and Single-Unit Trucks	2.1%	8.8%	100%	7.4%	-	3.3%	0.7%	0%	2.7%	-	2.3%	1.7%	0%	2.1%	-	4.6%
Pedestrians	-	-	-	-	1	-	-	-	-	16	-	-	-	-	3	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Twin Sixties Drive at 6060 Driveway - TMC

Wed Apr 18, 2018

AM Peak (7:45AM - 8:45AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 512171, Location: 32.839088, -96.775289



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Le g Direction Time	Twin Sixties Drive Eastbound					Twin Sixties Drive Westbound					Drive way(s) Southbound					
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2018-04-18 7:45 AM	15	25	0	40	0	45	22	0	67	5	0	1	0	1	0	108
	21	20	0	41	0	45	23	0	68	0	0	1	0	1	0	110
8:15 AM	13	22	0	35	0	59	19	0	78	0	5	7	0	12	0	125
8:30 AM	21	16	0	37	0	55	20	0	75	0	2	2	0	4	0	116
Total	70	83	0	153	0	204	84	0	288	5	7	11	0	18	0	459
% Approach	45.8%	54.2%	0%	-	-	70.8%	29.2%	0%	-	-	38.9%	61.1%	0%	-	-	-
% Total	15.3%	18.1%	0%	33.3%	-	44.4%	18.3%	0%	62.7%	-	1.5%	2.4%	0%	3.9%	-	-
PHF	0.833	0.830	-	0.933	-	0.864	0.913	-	0.923	-	0.350	0.393	-	0.375	-	0.918
Lights	67	67	0	134	-	198	84	0	282	-	5	11	0	16	-	432
% Lights	95.7%	80.7%	0%	87.6%	-	97.1%	100%	0%	97.9%	-	71.4%	100%	0%	88.9%	-	94.1%
Articulated Trucks	1	0	0	1	-	0	0	0	0	-	0	0	0	0	-	1
% Articulated Trucks	1.4%	0%	0%	0.7%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0.2%
Buses and Single-Unit Trucks	2	16	0	18	-	6	0	0	6	-	2	0	0	2	-	26
% Buses and Single-Unit Trucks	2.9%	19.3%	0%	11.8%	-	2.9%	0%	0%	2.1%	-	28.6%	0%	0%	11.1%	-	5.7%
Pedestrians	-	-	-	-	0	-	-	-	-	5	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1. Twin Sixties Drive at 6060 Driveway - TMC

Wed Apr 18, 2018

PM Peak (5PM - 6PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 512171, Location: 32.839088, -96.775289



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Le g Direction Time	Twin Sixties Drive Eastbound					Twin Sixties Drive Westbound					Drive way(s) Southbound					
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	Int
2018-04-18 5:00PM	4	48	0	52	1	15	4	0	19	0	29	24	0	53	1	124
	8	47	0	55	0	23	3	0	26	0	12	10	0	22	0	103
5:15PM																
5:30PM	1	54	0	55	0	21	3	0	24	0	16	15	0	31	0	110
5:45PM	2	47	0	49	0	17	2	0	19	0	18	13	0	31	0	99
Total	15	196	0	211	1	76	12	0	88	0	75	62	0	137	1	436
% Approach	7.1%	92.9%	0%	-	-	86.4%	13.6%	0%	-	-	54.7%	45.3%	0%	-	-	-
% Total	3.4%	45.0%	0%	48.4%	-	17.4%	2.8%	0%	20.2%	-	17.2%	14.2%	0%	31.4%	-	-
PHF	0.469	0.907	-	0.959	-	0.826	0.750	-	0.846	-	0.647	0.646	-	0.646	-	0.879
Lights	14	187	0	201	-	75	12	0	87	-	74	61	0	135	-	423
% Lights	93.3%	95.4%	0%	95.3%	-	98.7%	100%	0%	98.9%	-	98.7%	98.4%	0%	98.5%	-	97.0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%
Buses and Single-Unit Trucks	1	9	0	10	-	1	0	0	1	-	1	1	0	2	-	13
% Buses and Single-Unit Trucks	6.7%	4.6%	0%	4.7%	-	1.3%	0%	0%	1.1%	-	1.3%	1.6%	0%	1.5%	-	3.0%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. US 75 NBFR at Magnolia Hotel Drive way (pm) - TMC

Thu Apr 19, 2018

Full Length (4:30PM-6:30PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 514355, Location: 32.83995, -96.776135



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction Time	Hotel Drive way Westbound				US 75 NBFR Northbound				US 75 NBFR Southbound			
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T
2018-04-19 4:30PM	0	3	0	3	0	230	2	0	232	0	0	0
4:45PM	0	2	0	2	5	251	1	0	252	0	0	0
Hourly Total	0	5	0	5	5	481	3	0	484	0	0	0
5:00PM	0	6	0	6	1	230	2	0	232	0	0	0
5:15PM	0	5	0	5	0	254	3	0	257	0	0	0
5:30PM	0	10	0	10	4	269	4	0	273	0	0	0
5:45PM	0	1	0	1	6	273	6	0	279	0	0	0
Hourly Total	0	22	0	22	11	1026	15	0	1041	0	0	0
6:00PM	0	1	0	1	4	228	4	0	232	0	0	0
6:15PM	0	0	0	0	2	204	1	0	205	0	0	0
6:30PM	0	0	0	0	0	0	0	0	0	0	0	0
Hourly Total	0	1	0	1	6	432	5	0	437	0	0	0
Total	0	28	0	28	22	1939	23	0	1962	0	0	0
% Approach	0%	100%	0%	-	-	98.8%	1.2%	0%	-	-	0%	0%
% Total	0%	1.4%	0%	1.4%	-	97.4%	1.2%	0%	98.6%	-	0%	0%
Lights	0	28	0	28	-	1925	22	0	1947	-	0	0
% Lights	0%	100%	0%	100%	-	99.3%	95.7%	0%	99.2%	-	0%	0%
Articulated Trucks	0	0	0	0	-	1	0	0	1	-	0	0
% Articulated Trucks	0%	0%	0%	0%	-	0.1%	0%	0%	0.1%	-	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	-	13	1	0	14	-	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	0.7%	4.3%	0%	0.7%	-	0%	0%
Pedestrians	-	-	-	-	22	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. US 75 NBFR at Magnolia Hotel Drive way (pm) - TMC

Thu Apr 19, 2018

PM Peak (5PM - 6PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 514355, Location: 32.83995, -96.776135



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction Time	Hotel Drive way Westbound					US 75 NBFR Northbound					US 75 NBFR Southbound					
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2018-04-19 5:00PM 5:15PM 5:30PM 5:45PM	0	6	0	6	1	230	2	0	232	0	0	0	0	0	0	238
	0	5	0	5	0	254	3	0	257	0	0	0	0	0	0	262
	0	10	0	10	4	269	4	0	273	0	0	0	0	0	0	283
	0	1	0	1	6	273	6	0	279	0	0	0	0	0	0	280
Total	0	22	0	22	11	1026	15	0	1041	0	0	0	0	0	0	1063
% Approach	0%	100%	0%	-	-	98.6%	1.4%	0%	-	-	0%	0%	0%	-	-	-
% Total	0%	2.1%	0%	2.1%	-	96.5%	1.4%	0%	97.9%	-	0%	0%	0%	0%	-	-
PHF	-	0.550	-	0.550	-	0.940	0.625	-	0.933	-	-	-	-	-	-	0.939
Lights	0	22	0	22	-	1019	14	0	1033	-	0	0	0	0	-	1055
% Lights	0%	100%	0%	100%	-	99.3%	93.3%	0%	99.2%	-	0%	0%	0%	-	-	99.2%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%	0%	-	-	0%
Buses and Single-Unit Trucks	0	0	0	0	-	7	1	0	8	-	0	0	0	0	-	8
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	0.7%	6.7%	0%	0.8%	-	0%	0%	0%	-	-	0.8%
Pedestrians	-	-	-	-	11	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. US 75 NBFR at Magnolia Hotel Drive way - TMC

Wed Apr 18, 2018

Full Length (7AM-9AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 512172, Location: 32.83995, -96.776135



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction Time	Hotel Drive way Westbound				US 75 NBFR Northbound				US 75 NBFR Southbound			
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T
2018-04-18 7:00AM	0	0	0	0	0	127	0	0	0	0	0	0
7:15AM	0	1	0	1	0	160	3	0	163	0	0	0
7:30AM	0	2	0	2	1	167	3	0	170	0	0	0
7:45AM	0	0	0	0	3	193	3	0	196	0	0	0
Hourly Total	0	3	0	3	4	647	9	0	656	0	0	0
8:00AM	0	1	0	1	0	165	5	0	170	0	0	0
8:15AM	0	2	0	2	3	193	2	0	195	0	0	0
8:30AM	0	0	0	0	3	173	5	0	178	0	0	0
8:45AM	0	1	0	1	2	153	3	0	156	0	0	0
Hourly Total	0	4	0	4	8	684	15	0	699	0	0	0
Total	0	7	0	7	12	1331	24	0	1355	0	0	0
% Approach	0%	100%	0%	-	-	98.2%	1.8%	0%	-	-	0%	0%
% T Total	0%	0.5%	0%	0.5%	-	97.7%	1.8%	0%	99.5%	-	0%	0%
Lights	0	7	0	7	-	1303	24	0	1327	-	0	0
% Lights	0%	100%	0%	100%	-	97.9%	100%	0%	97.9%	-	0%	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	-	28	0	0	28	-	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	2.1%	0%	0%	2.1%	-	0%	0%
Pedestrians	-	-	-	-	12	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2. US 75 NBFR at Magnolia Hotel Drive way - TMC

Wed Apr 18, 2018

AM Peak (7:45AM - 8:45AM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 512172, Location: 32.83995, -96.776135



Provided by: C. J. Hensch & Associates Inc.
5215 Sycamore Ave., Pasadena, TX, 77503, US

Leg Direction Time	Hotel Drive way Westbound				US 75 NBFR Northbound				US 75 NBFR Southbound			
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T
2018-04-18 7:45AM	0	0	0	0	3	193	3	0	196	0	0	0
8:00AM	0	1	0	1	0	165	5	0	170	0	0	0
8:15AM	0	2	0	2	3	193	2	0	195	0	0	0
8:30AM	0	0	0	0	3	173	5	0	178	0	0	0
Total	0	3	0	3	9	724	15	0	739	0	0	0
% Approach	0%	100%	0%	-	-	98.0%	2.0%	0%	-	-	0%	0%
% Total	0%	0.4%	0%	0.4%	-	97.6%	2.0%	0%	99.6%	-	0%	0%
PHF	-	0.375	-	0.375	-	0.938	0.750	-	0.943	-	-	-
Lights	0	3	0	3	-	712	15	0	727	-	0	0
% Lights	0%	100%	0%	100%	-	98.3%	100%	0%	98.4%	-	0%	0%
Articulated Trucks	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	0%	0%	0%	0%	-	0%	0%	0%	0%	-	0%	0%
Buses and Single-Unit Trucks	0	0	0	0	-	12	0	0	12	-	0	0
% Buses and Single-Unit Trucks	0%	0%	0%	0%	-	1.7%	0%	0%	1.6%	-	0%	0%
Pedestrians	-	-	-	-	9	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-

*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



Synchro™ Output - 2018 Existing Traffic

Intersection										
Int Delay, s/veh		1.6								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	70	83	204	84	7	11				
Future Vol, veh/h	70	83	204	84	7	11				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	70	83	204	84	7	11				

Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	288	0	-	0	469	246				
Stage 1	-	-	-	-	246	-				
Stage 2	-	-	-	-	223	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Pd Cap-1 Maneuver	1274	-	-	-	553	793				
Stage 1	-	-	-	-	795	-				
Stage 2	-	-	-	-	814	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1274	-	-	-	521	793				
Mov Cap-2 Maneuver	-	-	-	-	521	-				
Stage 1	-	-	-	-	795	-				
Stage 2	-	-	-	-	767	-				

Approach	EB	WB	SB							
HCM Control Delay, s	3.7	0	10.6							
HCM LOS				B						

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1274	-	-	-	659					
HCM Lane V/C Ratio	0.055	-	-	-	0.027					
HCM Control Delay (s)	8	0	-	-	10.6					
HCM Lane LOS	A	A	-	-	B					
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1					

Intersection										
Int Delay, s/veh		0								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	3	724	15	0	0				
Future Vol, veh/h	0	3	724	15	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	3	724	15	0	0				

Major/Minor	Minor1	Major1								
Conflicting Flow All	-	370	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Pd Cap-1 Maneuver	0	627	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	627	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						

Approach	WB	NB								
HCM Control Delay, s	10.8	0								
HCM LOS	B									

Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	627								
HCM Lane V/C Ratio	-	0.005								
HCM Control Delay (s)	-	10.8								
HCM Lane LOS	-	B								
HCM 95th %tile Q(veh)	-	0								

Intersection										
Int Delay, s/veh		0.4								
Movement	WBL	WBR	NBT	NBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	0	73	1864	351	0	0	↔ ↗ ↘			
Future Vol, veh/h	0	73	1864	351	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Vol in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	73	1864	351	0	0				
Major/Minor										
Major1		Minor1		Major1						
Conflicting Flow All		-	1108	0	0					
Stage 1		-	-	-	-					
Stage 2		-	-	-	-					
Critical Hdwy		-	7.14	-	-					
Critical Hdwy Stg 1		-	-	-	-					
Critical Hdwy Stg 2		-	-	-	-					
Follow-up Hdwy		-	3.92	-	-					
Pot Cap-1 Maneuver		0	*480	-	-					
Stage 1		0	-	-	-					
Stage 2		0	-	-	-					
Platoon blocked, %		1	-	-	-					
Mov Cap-1 Maneuver		-	*480	-	-					
Mov Cap-2 Maneuver		-	-	-	-					
Stage 1		-	-	-	-					
Stage 2		-	-	-	-					
Approach										
WB		NB								
HCM Control Delay, s		13.8	0							
HCM LOS		B								
Minor Lane/Major Mvmt										
NBT		NBR/WBLn1								
Capacity (veh/h)		-	-	480						
HCM Lane V/C Ratio		-	-	0.152						
HCM Control Delay (s)		-	-	13.8						
HCM Lane LOS		-	-	B						
HCM 95th %tile Q(veh)		-	-	0.5						
Notes										
Volume exceeds capacity		\$: Delay exceeds 300s		*: All major volume in platoon						

Intersection									
Int Delay, s/veh									
0									
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations									
Traffic Vol, veh/h	0	156	215	0	0	0			
Future Vol, veh/h	0	156	215	0	0	0			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Vol in Median Storage, #	-	0	0	0	-	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	0	156	215	0	0	0			
Major/Minor									
Major	Major1	Major2		Minor2					
Conflicting Flow All	215	0	-	0	371	215			
Stage 1	-	-	-	-	215	-			
Stage 2	-	-	-	-	156	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3.518	3.318			
Pot Cap-1 Maneuver	1355	-	-	-	630	825			
Stage 1	-	-	-	-	821	-			
Stage 2	-	-	-	-	872	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1355	-	-	-	630	825			
Mov Cap-2 Maneuver	-	-	-	-	630	-			
Stage 1	-	-	-	-	821	-			
Stage 2	-	-	-	-	872	-			
Approach									
EB	WB	SB							
HCM Control Delay, s	0	0							
HCM LOS	A								
Minor Lane/Major Mvmt									
EBL	EBT	WBT	WBR	SBL	SBR				
Capacity (veh/h)	1355	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	0				
HCM Lane LOS	A	-	-	-	A				
HCM 95th %tile Q(veh)	0	-	-	-	-				

Intersection									
Int Delay, s/veh		0							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations									
Traffic Vol, veh/h	0	90	288	0	0	0	W		
Future Vol, veh/h	0	90	288	0	0	0			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Veh in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	0	90	288	0	0	0			
Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	288	0	-	0	378	288			
Stage 1	-	-	-	-	288	-			
Stage 2	-	-	-	-	90	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3.518	3.318			
Pot Cap-1 Maneuver	1274	-	-	-	624	751			
Stage 1	-	-	-	-	761	-			
Stage 2	-	-	-	-	934	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1274	-	-	-	624	751			
Mov Cap-2 Maneuver	-	-	-	-	624	-			
Stage 1	-	-	-	-	761	-			
Stage 2	-	-	-	-	934	-			
Approach	EB	WB	SB						
HCM Control Delay, s	0	0	0	0					
HCM LOS	A								
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1274	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	-	0			
HCM Lane LOS	A	-	-	-	-	A			
HCM 95th %ile Q(veh)	0	-	-	-	-				

Intersection										
Int Delay, s/veh		3.5								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	15	196	76	12	75	62				
Future Vol, veh/h	15	196	76	12	75	62				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	15	196	76	12	75	62				
Major/Minor										
Conflicting Flow All	88	0	-	0	308	82				
Stage 1	-	-	-	-	82	-				
Stage 2	-	-	-	-	226	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pd Cap-1 Maneuver	1508	-	-	-	684	978				
Stage 1	-	-	-	-	941	-				
Stage 2	-	-	-	-	812	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1508	-	-	-	676	978				
Mov Cap-2 Maneuver	-	-	-	-	676	-				
Stage 1	-	-	-	-	941	-				
Stage 2	-	-	-	-	803	-				
Approach										
EB	WB	SB								
HCM Control Delay, s	0.5	0	10.5							
HCM LOS	B	B								

Intersection										
Int Delay, s/veh		0.3								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations							↔↔			
Traffic Vol, veh/h	0	22	1026	15	0	0				
Future Vol, veh/h	0	22	1026	15	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	22	1026	15	0	0				
Major/Minor	Minor1	Major1								
Conflicting Flow All	-	521	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Pd Cap-1 Maneuver	0	500	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	500	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Approach										
WB	NB									
HCM Control Delay, s	12.5	0								
HCM LOS	B									

Intersection												
Int Delay, s/veh 0.5												
Movement		WBL	WBR	NBT	NBR	SBL	SBR					
Lane Configurations 												
Traffic Vol, veh/h		0	85	1946	297	0	0					
Future Vol, veh/h		0	85	1946	297	0	0					
Conflicting Peds, #/hr		0	0	0	0	0	0					
Sign Control		Stop	Stop	Free	Free	Stop	Stop					
RT Channelized		-	None	-	None	-	None					
Storage Length		-	0	-	-	-	-					
Veh in Median Storage, #		0	-	0	-	-	-					
Grade, %		0	-	0	-	-	0					
Peak Hour Factor		100	100	100	100	100	100					
Heavy Vehicles, %		2	2	2	2	2	2					
Mvmt Flow		0	85	1946	297	0	0					
Major/Minor		Minor1		Major1								
Conflicting Flow All		-	1122	0	0							
Stage 1		-	-	-	-							
Stage 2		-	-	-	-							
Critical Hdwy		-	7.14	-	-							
Critical Hdwy Stg 1		-	-	-	-							
Critical Hdwy Stg 2		-	-	-	-							
Follow-up Hdwy		-	3.92	-	-							
Prt Cap-1 Maneuver		0	*463	-	-							
Stage 1		0	-	-	-							
Stage 2		0	-	-	-							
Platoon blocked, %		1	-	-	-							
Mov Cap-1 Maneuver		-	*463	-	-							
Mov Cap-2 Maneuver		-	-	-	-							
Stage 1		-	-	-	-							
Stage 2		-	-	-	-							
Approach		WB	NB									
HCM Control Delay, s		14.5	0									
HCM LOS		B										
Minor Lane/Major Mvmt		NBT	NBR/WBLn1									
Capacity (veh/h)		-	463									
HCM Lane V/C Ratio		-	0.184									
HCM Control Delay (s)		-	14.5									
HCM Lane LOS		-	B									
HCM 95th %tile Q(veh)		-	0.7									
Notes												
*: Volume exceeds capacity		\$: Delay exceeds 300s		*: All major volume in platoon								

Intersection										
Int Delay, s/veh										
0										
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	0	217	137	0	0	0				
Future Vol, veh/h	0	217	137	0	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Vol in Median Storage, #	-	0	0	0	-	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	217	137	0	0	0				
Major/Minor										
Major1	137	0	-	0	354	137	Minor2			
Conflicting Flow All	137	0	-	0	354	137				
Stage 1	-	-	-	-	137	-				
Stage 2	-	-	-	-	217	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Sig 1	-	-	-	-	5.42	-				
Critical Hdwy Sig 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pot Cap-1 Maneuver	1447	-	-	-	644	911				
Stage 1	-	-	-	-	890	-				
Stage 2	-	-	-	-	819	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1447	-	-	-	644	911				
Mov Cap-2 Maneuver	-	-	-	-	644	-				
Stage 1	-	-	-	-	890	-				
Stage 2	-	-	-	-	819	-				
Approach										
EB	WB	SB								
HCM Control Delay, s	0	0	0							
HCM LOS	A									
Minor Lane/Major Mvmt										
EBL	EBT	WBT	WBR	SBLn1						
1447	-	-	-	-						
Capacity (veh/h)										
HCM Lane V/C Ratio	-	-	-	-						
HCM Control Delay (s)	0	-	-	-	0					
HCM Lane LOS	A	-	-	-	A					
HCM 95th %tile Q(veh)	0	-	-	-	-					

Intersection									
Int Delay, s/veh		0							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		↖				↗			
Traffic Vol, veh/h	0	271	88	0	0	0			
Future Vol, veh/h	0	271	88	0	0	0			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Veh in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	0	271	88	0	0	0			
Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	88	0	-	0	359	88			
Stage 1	-	-	-	-	88	-			
Stage 2	-	-	-	-	271	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3518	3318			
Prt Cap-1 Maneuver	1508	-	-	-	640	970			
Stage 1	-	-	-	-	935	-			
Stage 2	-	-	-	-	775	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1508	-	-	-	640	970			
Mov Cap-2 Maneuver	-	-	-	-	640	-			
Stage 1	-	-	-	-	935	-			
Stage 2	-	-	-	-	775	-			
Approach	EB	WB	SB						
HCM Control Delay, s	0	0	0						
HCM LOS	A								
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1508	-	-	-	-				
HCM Lane V/C Ratio	-	-	-	-	-				
HCM Control Delay (s)	0	-	-	-	0				
HCM Lane LOS	A	-	-	-	A				
HCM 95th %ile Q(veh)	0	-	-	-	-				



SynchroTM Output - 2021 Background Traffic

Intersection										
Int Delay, s/veh		0								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	0	163	247	0	0	0				
Future Vol, veh/h	0	163	247	0	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	163	247	0	0	0				

Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	247	0	-	0	410	247				
Stage 1	-	-	-	-	247	-				
Stage 2	-	-	-	-	163	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pd Cap-1 Maneuver	1319	-	-	-	598	792				
Stage 1	-	-	-	-	794	-				
Stage 2	-	-	-	-	866	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1319	-	-	-	598	792				
Mov Cap-2 Maneuver	-	-	-	-	598	-				
Stage 1	-	-	-	-	794	-				
Stage 2	-	-	-	-	866	-				

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1319	-	-	-	-					
HCM Lane V/C Ratio	-	-	-	-	-					
HCM Control Delay (s)	0	-	-	-	0					
HCM Lane LOS	A	-	-	-	A					
HCM 95th %tile Q(veh)	0	-	-	-	-					

Intersection										
Int Delay, s/veh		0								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	3	746	15	0	0				
Future Vol, veh/h	0	3	746	15	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	3	746	15	0	0				

Major/Minor	Minor1	Major1								
Conflicting Flow All	-	381	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Pd Cap-1 Maneuver	0	617	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	617	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						

Approach	WB	NB								
HCM Control Delay, s	10.9	0								
HCM LOS	B									

Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	-	617							
HCM Lane V/C Ratio	-	-	0.005							
HCM Control Delay (s)	-	-	10.9							
HCM Lane LOS	-	-	B							
HCM 95th %tile Q(veh)	-	-	0							

Intersection												
Int Delay, s/veh		0.4										
Movement		WBL	WBR	NBT	NBR	SBL	SBR					
Lane Configurations												
Traffic Vol, veh/h		0	75	1920	362	0	0					
Future Vol, veh/h		0	75	1920	362	0	0					
Conflicting Peds, #/hr		0	0	0	0	0	0					
Sign Control		Stop	Stop	Free	Free	Stop	Stop					
RT Channelized		-	None	-	None	-	None					
Storage Length		-	0	-	-	-	-					
Veh in Median Storage, #		0	-	0	-	-	-					
Grade, %		0	-	0	-	-	0					
Peak Hour Factor		100	100	100	100	100	100					
Heavy Vehicles, %		2	2	2	2	2	2					
Mvmt Flow		0	75	1920	362	0	0					
Major/Minor		Minor1		Major1								
Conflicting Flow All		-	1141	0	0							
Stage 1		-	-	-	-							
Stage 2		-	-	-	-							
Critical Hdwy		-	7.14	-	-							
Critical Hdwy Stg 1		-	-	-	-							
Critical Hdwy Stg 2		-	-	-	-							
Follow-up Hdwy		-	3.92	-	-							
Pct Cap-1 Maneuver		0	*480	-	-							
Stage 1		0	-	-	-							
Stage 2		0	-	-	-							
Platoon blocked, %		1	-	-	-							
Mov Cap-1 Maneuver		-	*480	-	-							
Mov Cap-2 Maneuver		-	-	-	-							
Stage 1		-	-	-	-							
Stage 2		-	-	-	-							
Approach		WB	NB									
HCM Control Delay, s		13.9	0									
HCM LOS		B										
Minor Lane/Major Mvmt		NBT	NBR/WBLn1									
Capacity (veh/h)		-	480									
HCM Lane V/C Ratio		-	0.156									
HCM Control Delay (s)		-	13.9									
HCM Lane LOS		-	B									
HCM 95th %tile Q(veh)		-	0.6									
Notes												
*: Volume exceeds capacity		\$: Delay exceeds 300s		*: All major volume in platoon								

Intersection												
Int Delay, s/veh		0.5										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations												
Traffic Vol, veh/h	22	161	222	26	2	3						
Future Vol, veh/h	22	161	222	26	2	3						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	0	-						
Vel in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	22	161	222	26	2	3						
Major/Minor												
Conflicting Flow All	248	0	-	0	440	235						
Stage 1	-	-	-	-	235	-						
Stage 2	-	-	-	-	205	-						
Critical Hdwy	4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3.518	3.318						
Pd Cap-1 Maneuver	1318	-	-	-	574	804						
Stage 1	-	-	-	-	804	-						
Stage 2	-	-	-	-	829	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1318	-	-	-	564	804						
Mov Cap-2 Maneuver	-	-	-	-	564	-						
Stage 1	-	-	-	-	804	-						
Stage 2	-	-	-	-	814	-						
Approach												
EB	WB	SB										
HCM Control Delay, s	0.9	0	10.3									
HCM LOS	B											
Minor Lane/Major Mvmt												
EBL	EBT	WBT	WBR	SBL	SBLn1							
Capacity (veh/h)	1318	-	-	-	687							
HCM Lane V/C Ratio	0.017	-	-	-	0.007							
HCM Control Delay (s)	7.8	0	-	-	10.3							
HCM Lane LOS	A	A	-	-	B							
HCM 95th %tile Q(veh)	0.1	-	-	-	0							

Intersection									
Int Delay, s/veh		1.1							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations									
Traffic Vol, veh/h	50	112	239	61	5	8			
Future Vol, veh/h	50	112	239	61	5	8			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Veh in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	50	112	239	61	5	8			
Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	300	0	-	0	482	270			
Stage 1	-	-	-	-	270	-			
Stage 2	-	-	-	-	212	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3518	3318			
Pot Cap-1 Maneuver	1261	-	-	-	543	769			
Stage 1	-	-	-	-	775	-			
Stage 2	-	-	-	-	823	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1261	-	-	-	520	769			
Mov Cap-2 Maneuver	-	-	-	-	520	-			
Stage 1	-	-	-	-	775	-			
Stage 2	-	-	-	-	788	-			
Approach	EB	WB	SB						
HCM Control Delay, s	2.5	0	10.7						
HCM LOS	B								
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1261	-	-	-	649				
HCM Lane V/C Ratio	0.04	-	-	-	0.02				
HCM Control Delay (s)	8	0	-	-	10.7				
HCM Lane LOS	A	A	-	-	B				
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1				

Intersection										
Int Delay, s/veh		0								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	0	247	145	0	0	0				
Future Vol, veh/h	0	247	145	0	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	247	145	0	0	0				

Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	145	0	-	0	392	145				
Stage 1	-	-	-	-	145	-				
Stage 2	-	-	-	-	247	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pd Cap-1 Maneuver	1437	-	-	-	612	902				
Stage 1	-	-	-	-	882	-				
Stage 2	-	-	-	-	794	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1437	-	-	-	612	902				
Mov Cap-2 Maneuver	-	-	-	-	612	-				
Stage 1	-	-	-	-	882	-				
Stage 2	-	-	-	-	794	-				

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1437	-	-	-	-					
HCM Lane V/C Ratio	-	-	-	-	-					
HCM Control Delay (s)	0	-	-	-	0					
HCM Lane LOS	A	-	-	-	A					
HCM 95th %tile Q(veh)	0	-	-	-	-					

Intersection										
Int Delay, s/veh		0.3								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	23	1057	15	0	0				
Future Vol, veh/h	0	23	1057	15	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	23	1057	15	0	0				

Major/Minor	Minor1	Major1								
Conflicting Flow All	-	536	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Pd Cap-1 Maneuver	0	489	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	489	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						

Approach	WB	NB								
HCM Control Delay, s	12.7	0								
HCM LOS	B									

Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	489								
HCM Lane V/C Ratio	-	0.047								
HCM Control Delay (s)	-	12.7								
HCM Lane LOS	-	B								
HCM 95th %tile Q(veh)	-	0.1								

Intersection												
Int Delay, s/veh 0.6												
Movement		WBL	WBR	NBT	NBR	SBL	SBT					
Lane Configurations 												
Traffic Vol, veh/h		0	88	2005	306	0	0					
Future Vol, veh/h		0	88	2005	306	0	0					
Conflicting Peds, #/hr		0	0	0	0	0	0					
Sign Control		Stop	Stop	Free	Free	Stop	Stop					
RT Channelized		-	None	-	None	-	None					
Storage Length		-	0	-	-	-	-					
Veh in Median Storage, #		0	-	0	-	-	-					
Grade, %		0	-	0	-	-	0					
Peak Hour Factor		100	100	100	100	100	100					
Heavy Vehicles, %		2	2	2	2	2	2					
Mvmt Flow		0	88	2005	306	0	0					
Major/Minor		Minor1		Major1								
Conflicting Flow All		-	1156	0	0							
Stage 1		-	-	-	-							
Stage 2		-	-	-	-							
Critical Hdwy		-	7.14	-	-							
Critical Hdwy Stg 1		-	-	-	-							
Critical Hdwy Stg 2		-	-	-	-							
Follow-up Hdwy		-	3.92	-	-							
Pct Cap-1 Maneuver		0	*445	-	-							
Stage 1		0	-	-	-							
Stage 2		0	-	-	-							
Platoon blocked, %		1	-	-	-							
Mov Cap-1 Maneuver		-	*445	-	-							
Mov Cap-2 Maneuver		-	-	-	-							
Stage 1		-	-	-	-							
Stage 2		-	-	-	-							
Approach		WB	NB									
HCM Control Delay, s		15.1	0									
HCM LOS		C										
Minor Lane		Major Mvmt	NBT	NBR	WBLn1							
Capacity (veh/h)		-	-	445								
HCM Lane V/C Ratio		-	-	0.198								
HCM Control Delay (s)		-	-	15.1								
HCM Lane LOS		-	-	C								
HCM 95th %tile Q(veh)		-	-	0.7								
Notes												
- : Volume exceeds capacity		\$: Delay exceeds 300s		* : Computation Not Defined								
				* : All major volume in platoon								

Intersection									
Int Delay, s/veh									
1.2									
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations									
Traffic Vol, veh/h	5	224	141	4	24	20			
Future Vol, veh/h	5	224	141	4	24	20			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	-	0			
Vel in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	5	224	141	4	24	20			
Major/Minor	Major1	Major2		Minor2					
Conflicting Flow All	145	0	-	0	377	143			
Stage 1	-	-	-	-	143	-			
Stage 2	-	-	-	-	234	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3.518	3.318			
Pot Cap-1 Maneuver	1437	-	-	-	625	905			
Stage 1	-	-	-	-	884	-			
Stage 2	-	-	-	-	805	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1437	-	-	-	623	905			
Mov Cap-2 Maneuver	-	-	-	-	623	-			
Stage 1	-	-	-	-	884	-			
Stage 2	-	-	-	-	802	-			
Approach	EB	WB	SB						
HCM Control Delay, s	0.2	0	10.3						
HCM LOS	B								
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1437	-	-	-	726				
HCM Lane V/C Ratio	0.003	-	-	-	0.061				
HCM Control Delay (s)	7.5	0	-	-	10.3				
HCM Lane LOS	A	A	-	-	B				
HCM 95th %tile Q(veh)	0	-	-	-	0.2				

Intersection									
Int Delay, s/veh		2.5							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		↔		↔		↔			
Traffic Vol, veh/h	10	237	101	8	54	44			
Future Vol, veh/h	10	237	101	8	54	44			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Veh in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	10	237	101	8	54	44			
Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	109	0	-	0	362	105			
Stage 1	-	-	-	-	105	-			
Stage 2	-	-	-	-	257	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3518	3318			
Pot Cap-1 Maneuver	1481	-	-	-	637	949			
Stage 1	-	-	-	-	919	-			
Stage 2	-	-	-	-	786	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1481	-	-	-	632	949			
Mov Cap-2 Maneuver	-	-	-	-	632	-			
Stage 1	-	-	-	-	919	-			
Stage 2	-	-	-	-	780	-			
Approach	EB	WB	SB						
HCM Control Delay, s	0.3	0	10.6						
HCM LOS	B								
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1481	-	-	-	744				
HCM Lane V/C Ratio	0.007	-	-	-	0.132				
HCM Control Delay (s)	7.4	0	-	-	10.6				
HCM Lane LOS	A	A	-	-	B				
HCM 95th %tile Q(veh)	0	-	-	-	0.5				



Synchro™ Output - 2021 Background Plus Site Traffic

Intersection										
Int Delay, s/veh		0.8								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	17	205	287	6	7	22				
Future Vol, veh/h	17	205	287	6	7	22				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	17	205	287	6	7	22				

Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	293	0	-	0	529	290				
Stage 1	-	-	-	-	290	-				
Stage 2	-	-	-	-	239	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Prd Cap-1 Maneuver	1269	-	-	-	510	749				
Stage 1	-	-	-	-	759	-				
Stage 2	-	-	-	-	801	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1269	-	-	-	502	749				
Mov Cap-2 Maneuver	-	-	-	-	502	-				
Stage 1	-	-	-	-	759	-				
Stage 2	-	-	-	-	789	-				

Approach	EB	WB	SB							
HCM Control Delay, s	0.6	0	10.6							
HCM LOS				B						

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1269	-	-	-	669					
HCM Lane V/C Ratio	0.013	-	-	-	0.043					
HCM Control Delay (s)	7.9	0	-	-	10.6					
HCM Lane LOS	A	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	-	0.1					

Intersection										
Int Delay, s/veh		0.4								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	32	768	37	0	0				
Future Vol, veh/h	0	32	768	37	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	32	768	37	0	0				

Major/Minor	Minor1	Major1								
Conflicting Flow All	-	403	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Prd Cap-1 Maneuver	0	597	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	597	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						

Approach	WB	NB								
HCM Control Delay, s	11.4	0								
HCM LOS	B									

Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	597								
HCM Lane V/C Ratio	-	0.054								
HCM Control Delay (s)	-	11.4								
HCM Lane LOS	-	B								
HCM 95th %tile Q(veh)	-	0.2								

Intersection										
Int Delay, s/veh										
1										
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	148	1942	423	0	0				
Future Vol, veh/h	0	148	1942	423	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	148	1942	423	0	0				
Major/Minor										
Minor1Major1										
Conflicting Flow All	-	1183	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	7.14	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.92	-	-						
Pot Cap-1 Maneuver	0	*459	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	1	-	-	-						
Mov Cap-1 Maneuver	-	*459	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Approach										
WB NB										
HCM Control Delay, s	16.5	0								
HCM LOS	C									
Minor Lane/Major Mvmt										
NBT NBRWBLn1										
Capacity (veh/h)	-	459								
HCM Lane V/C Ratio	-	0.322								
HCM Control Delay (s)	-	16.5								
HCM Lane LOS	-	C								
HCM 95th %ile Q(veh)	-	1.4								
Notes										
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon										

Intersection										
Int Delay, s/veh										
1.3										
Movement	EBL	EBT	WBT	WBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	39	206	273	37	17	25				
Future Vol, veh/h	39	206	273	37	17	25				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	39	206	273	37	17	25				
Major/Minor										
Major1 Major2 Minor2										
Conflicting Flow All	310	0	-	0	576	292				
Stage 1	-	-	-	-	292	-				
Stage 2	-	-	-	-	284	-				
Critical Hdwy	4.12						-	6.42	6.22	
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218						-	3.518	3.318	
Pot Cap-1 Maneuver	1250	-	-	-	479	747				
Stage 1	-	-	-	-	758	-				
Stage 2	-	-	-	-	764	-				
Platoon blocked, %							-	-	-	
Mov Cap-1 Maneuver	1250	-	-	-	462	747				
Mov Cap-2 Maneuver	-	-	-	-	462	-				
Stage 1	-	-	-	-	758	-				
Stage 2	-	-	-	-	737	-				
Approach										
EB WB SB										
HCM Control Delay, s										
1.3 0 11.5										
HCM LOS										
B										
Minor Lane/Major Mvmt										
EBL EBT WBT WBR SBLn1										
Capacity (veh/h)	1250						-	-	-	598
HCM Lane V/C Ratio	0.031						-	-	-	0.07
HCM Control Delay (s)	8						0	-	-	11.5
HCM Lane LOS	A						A	-	-	B
HCM 95th %ile Q(veh)	0.1						-	-	-	0.2

Intersection									
Int Delay, s/veh		2.3							
Movement	EBL	EBT	WBT	WBR	SBL	SBR			
Lane Configurations		4				7			
Traffic Vol, veh/h	78	134	256	72	27	37			
Future Vol, veh/h	78	134	256	72	27	37			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Free	Free	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	-	-	-	0	-			
Vel in Median Storage, #	-	0	0	-	0	-			
Grade, %	-	0	0	-	0	-			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	78	134	256	72	27	37			

Major/Minor	Major1	Major2	Minor2						
Conflicting Flow All	328	0	-	0	582	292			
Stage 1	-	-	-	292	-	-			
Stage 2	-	-	-	-	290	-			
Critical Hdwy	4.12	-	-	-	6.42	6.22			
Critical Hdwy Stg 1	-	-	-	-	5.42	-			
Critical Hdwy Stg 2	-	-	-	-	5.42	-			
Follow-up Hdwy	2.218	-	-	-	3518	3318			
Pd Cap-1 Maneuver	1232	-	-	-	475	747			
Stage 1	-	-	-	-	758	-			
Stage 2	-	-	-	-	759	-			
Platoon blocked, %	-	-	-	-	-	-			
Mov Cap-1 Maneuver	1232	-	-	-	443	747			
Mov Cap-2 Maneuver	-	-	-	-	443	-			
Stage 1	-	-	-	-	758	-			
Stage 2	-	-	-	-	707	-			

Approach	EB	WB	SB						
HCM Control Delay, s	3	0	12						
HCM LOS				B					

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1				
Capacity (veh/h)	1232	-	-	-	579				
HCM Lane V/C Ratio	0.063	-	-	-	0.111				
HCM Control Delay (s)	8.1	0	-	-	12				
HCM Lane LOS	A	A	-	-	B				
HCM 95th %tile Q(veh)	0.2	-	-	-	0.4				

Intersection										
Int Delay, s/veh		0.9								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	26	306	195	9	8	25				
Future Vol, veh/h	26	306	195	9	8	25				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	26	306	195	9	8	25				

Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	204	0	-	0	558	200				
Stage 1	-	-	-	-	200	-				
Stage 2	-	-	-	-	358	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Pd Cap-1 Maneuver	1368	-	-	-	491	841				
Stage 1	-	-	-	-	834	-				
Stage 2	-	-	-	-	707	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1368	-	-	-	480	841				
Mov Cap-2 Maneuver	-	-	-	-	480	-				
Stage 1	-	-	-	-	834	-				
Stage 2	-	-	-	-	691	-				

Approach	EB	WB	SB							
HCM Control Delay, s	0.6	0	10.3							
HCM LOS	B	B	B							

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1368	-	-	-	711					
HCM Lane V/C Ratio	0.019	-	-	-	0.046					
HCM Control Delay (s)	7.7	0	-	-	10.3					
HCM Lane LOS	A	A	-	-	B					
HCM 95th %ile Q(veh)	0.1	-	-	-	0.1					

Intersection										
Int Delay, s/veh		0.7								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	56	1082	49	0	0				
Future Vol, veh/h	0	56	1082	49	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	56	1082	49	0	0				

Major/Minor	Minor1	Major1								
Conflicting Flow All	-	566	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Pd Cap-1 Maneuver	0	467	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	467	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						

Approach	WB	NB								
HCM Control Delay, s	13.8	0								
HCM LOS	B	B								

Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	467								
HCM Lane V/C Ratio	-	0.12								
HCM Control Delay (s)	-	13.8								
HCM Lane LOS	-	B								
HCM 95th %ile Q(veh)	-	0.4								

Intersection										
Int Delay, s/veh										
1.2										
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	170	2039	401	0	0				
Future Vol, veh/h	0	170	2039	401	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Vol in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	170	2039	401	0	0				
Major/Minor										
Minor1Major1										
Conflicting Flow All	-	1220	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	7.14	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.92	-	-						
Pot Cap-1 Maneuver	0	*445	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	1	-	-	-						
Mov Cap-1 Maneuver	-	*445	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Approach										
WB NB										
HCM Control Delay, s	18	0								
HCM LOS	C									
Minor Lane/Major Mvmt										
NBT NBRWBLn1										
Capacity (veh/h)	-	445								
HCM Lane V/C Ratio	-	0.382								
HCM Control Delay (s)	-	18								
HCM Lane LOS	-	C								
HCM 95th %ile Q(veh)	-	1.8								
Notes										
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon										

Intersection										
Int Delay, s/veh						2				
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations	↵ ↵				↵ ↵					
Traffic Vol, veh/h	31	293	198	21	40	45				
Future Vol, veh/h	31	293	198	21	40	45				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Vol in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	31	293	198	21	40	45				
Major/Minor		Major1		Major2		Minor2				
Conflicting Flow All		219		0		- 0		564		209
Stage 1		-		-		-		209		-
Stage 2		-		-		-		365		-
Critical Hdwy		4.12		-		-		6.42		6.22
Critical Hdwy Stg 1		-		-		-		5.42		-
Critical Hdwy Stg 2		-		-		-		5.42		-
Follow-up Hdwy		2.218		-		-		3.518		3.318
Pot Cap-1 Maneuver		1350		-		-		487		881
Stage 1		-		-		-		826		-
Stage 2		-		-		-		710		-
Platoon blocked, %		-		-		-		-		-
Mov Cap-1 Maneuver		1350		-		-		474		881
Mov Cap-2 Maneuver		-		-		-		474		-
Stage 1		-		-		-		826		-
Stage 2		-		-		-		691		-
Approach		EB		WB		SB				
HCM Control Delay, s		0.7		0		11.8				
HCM LOS						B				
Minor Lane/Major Mvmt		EBL		EBT		WBT		WBR		SBLn1
Capacity (veh/h)		1350		-		-		-		614
HCM Lane V/C Ratio		0.023		-		-		-		0.138
HCM Control Delay (s)		7.7		0		-		-		11.8
HCM Lane LOS		A		A		-		-		B
HCM 95th %ile Q(veh)		0.1		-		-		-		0.5

Intersection											
Int Delay, s/veh		3.8									
Movement	EBL	EBT	WBT	WBR	SBL	SBR					
Lane Configurations		4				7					
Traffic Vol, veh/h	53	262	127	25	79	77					
Future Vol, veh/h	53	262	127	25	79	77					
Conflicting Peds, #/hr	0	0	0	0	0	0					
Sign Control	Free	Free	Free	Free	Stop	Stop					
RT Channelized	-	None	-	None	-	None					
Storage Length	-	-	-	-	0	-					
Veh in Median Storage, #	-	0	0	-	0	-					
Grade, %	-	0	0	-	0	-					
Peak Hour Factor	100	100	100	100	100	100					
Heavy Vehicles, %	2	2	2	2	2	2					
Mvmt Flow	53	262	127	25	79	77					

Major/Minor	Major1	Major2	Minor2								
Conflicting Flow All	152	0	-	0	508	140					
Stage 1	-	-	-	-	140	-					
Stage 2	-	-	-	-	368	-					
Critical Hdwy	4.12	-	-	-	6.42	6.22					
Critical Hdwy Stg 1	-	-	-	-	5.42	-					
Critical Hdwy Stg 2	-	-	-	-	5.42	-					
Follow-up Hdwy	2.218	-	-	-	3518	3318					
Pd Cap-1 Maneuver	1429	-	-	-	525	908					
Stage 1	-	-	-	-	887	-					
Stage 2	-	-	-	-	700	-					
Platoon blocked, %	-	-	-	-	-	-					
Mov Cap-1 Maneuver	1429	-	-	-	502	908					
Mov Cap-2 Maneuver	-	-	-	-	502	-					
Stage 1	-	-	-	-	887	-					
Stage 2	-	-	-	-	670	-					

Approach	EB	WB	SB								
HCM Control Delay, s	1.3	0	12.4								
HCM LOS			B								

Minor Lane	Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBLn1				
Capacity (veh/h)	1429	-	-	-	-	644					
HCM Lane V/C Ratio	0.037	-	-	-	-	0.242					
HCM Control Delay (s)	7.6	0	-	-	-	12.4					
HCM Lane LOS	A	A	-	-	-	B					
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.9					



SynchroTM Output - 2026 Background Traffic

Intersection												
Int Delay, s/veh		0										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations												
Traffic Vol, veh/h	0	171	260	0	0	0						
Future Vol, veh/h	0	171	260	0	0	0						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	- None	- None	- None	- None	- None	- None						
Storage Length	-	-	-	-	-	-						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	171	260	0	0	0						

Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	260	0	-	0	431	260						
Stage 1	-	-	-	-	260	-						
Stage 2	-	-	-	-	171	-						
Critical Hdwy	4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3518	3318						
Prd Cap-1 Maneuver	1304	-	-	-	581	779						
Stage 1	-	-	-	-	783	-						
Stage 2	-	-	-	-	859	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1304	-	-	-	581	779						
Mov Cap-2 Maneuver	-	-	-	-	581	-						
Stage 1	-	-	-	-	783	-						
Stage 2	-	-	-	-	859	-						

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	1304	-	-	-	-							
HCM Lane V/C Ratio	-	-	-	-	-							
HCM Control Delay (s)	0	-	-	-	0							
HCM Lane LOS	A	-	-	-	A							
HCM 95th %tile Q(veh)	0	-	-	-	-							

Intersection												
Int Delay, s/veh		0										
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Vol, veh/h	0	3	783	16	0	0						
Future Vol, veh/h	0	3	783	16	0	0						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Stop	Stop						
RT Channelized	- None	- None	- None	- None	- None	- None						
Storage Length	-	0	-	-	-	-						
Veh in Median Storage, #	0	-	0	-	-	-						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	3	783	16	0	0						

Major/Minor	Minor1	Major1										
Conflicting Flow All	-	400	0	0								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								
Critical Hdwy	-	6.94	-	-								
Critical Hdwy Stg 1	-	-	-	-								
Critical Hdwy Stg 2	-	-	-	-								
Follow-up Hdwy	-	3.32	-	-								
Prd Cap-1 Maneuver	0	600	-	-								
Stage 1	0	-	-	-								
Stage 2	0	-	-	-								
Platoon blocked, %	-	-	-	-								
Mov Cap-1 Maneuver	-	600	-	-								
Mov Cap-2 Maneuver	-	-	-	-								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								

Approach	WB	NB										
HCM Control Delay, s	11	0										
HCM LOS	B											

Minor Lane/Major Mvmt	NBT	NBRWBLn1										
Capacity (veh/h)	-	600										
HCM Lane V/C Ratio	-	0.005										
HCM Control Delay (s)	-	11										
HCM Lane LOS	-	B										
HCM 95th %tile Q(veh)	-	0										

Intersection									
Int Delay, s/veh		0.5							
Movement	WBL	WBR	NBT	NBR	SBL	SBR			
Lane Configurations									
Traffic Vol, veh/h	0	79	2016	380	0	0	↔↔↔↔		
Future Vol, veh/h	0	79	2016	380	0	0			
Conflicting Peds, #/hr	0	0	0	0	0	0			
Sign Control	Stop	Stop	Free	Free	Stop	Stop			
RT Channelized	-	None	-	None	-	None			
Storage Length	-	0	-	-	-	-			
Veh in Median Storage, #	0	-	0	-	-	-			
Grade, %	0	-	0	-	-	0			
Peak Hour Factor	100	100	100	100	100	100			
Heavy Vehicles, %	2	2	2	2	2	2			
Mvmt Flow	0	79	2016	380	0	0			
Major/Minor									
Minor1		Major1							
Conflicting Flow All	-	1198	0	0					
Stage 1	-	-	-	-					
Stage 2	-	-	-	-					
Critical Hdwy	-	7.14	-	-					
Critical Hdwy Stg 1	-	-	-	-					
Critical Hdwy Stg 2	-	-	-	-					
Follow-up Hdwy	-	3.92	-	-					
Pot Cap-1 Maneuver	0	*459	-	-					
Stage 1	0	-	-	-					
Stage 2	0	-	-	-					
Platoon blocked, %	1	-	-	-					
Mov Cap-1 Maneuver	-	*459	-	-					
Mov Cap-2 Maneuver	-	-	-	-					
Stage 1	-	-	-	-					
Stage 2	-	-	-	-					
Approach									
WB	NB								
HCM Control Delay, s	14.5	0							
HCM LOS	B								
Minor Lane/Major Mvmt									
NBT	NBRWBLn1								
Capacity (veh/h)	-	-	459						
HCM Lane V/C Ratio	-	-	0.172						
HCM Control Delay (s)	-	-	14.5						
HCM Lane LOS	-	-	B						
HCM 95th %ile Q(veh)	-	-	0.6						
Notes									
-: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined					
				*: All major volume in platoon					

Intersection												
Int Delay, s/veh		0.5										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations		↔	↔			↔						
Traffic Vol, veh/h	23	169	232	27	2	3						
Future Vol, veh/h	23	169	232	27	2	3						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	-	0						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	23	169	232	27	2	3						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	259	0	-	0	461	246						
Stage 1	-	-	-	-	246	-						
Stage 2	-	-	-	-	215	-						
Critical Hdwy	4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3.518	3.318						
Pot Cap-1 Maneuver	1306	-	-	-	559	793						
Stage 1	-	-	-	-	795	-						
Stage 2	-	-	-	-	821	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1306	-	-	-	548	793						
Mov Cap-2 Maneuver	-	-	-	-	548	-						
Stage 1	-	-	-	-	795	-						
Stage 2	-	-	-	-	805	-						
Approach	EB	WB	SB									
HCM Control Delay, s	0.9	0	10.4									
HCM LOS	B											
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	1306	-	-	-	673							
HCM Lane V/C Ratio	0.018	-	-	-	0.007							
HCM Control Delay (s)	7.8	0	-	-	10.4							
HCM Lane LOS	A	A	-	-	B							
HCM 95th %ile Q(veh)	0.1	-	-	-	0							

Intersection										
Int Delay, s/veh		1.2								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations		↔				↔				
Traffic Vol, veh/h	53	118	251	64	5	9				
Future Vol, veh/h	53	118	251	64	5	9				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Vel in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	53	118	251	64	5	9				
Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	315	0	-	0	507	283				
Stage 1	-	-	-	-	283	-				
Stage 2	-	-	-	-	224	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pot Cap-1 Maneuver	1245	-	-	-	525	756				
Stage 1	-	-	-	-	765	-				
Stage 2	-	-	-	-	813	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1245	-	-	-	501	756				
Mov Cap-2 Maneuver	-	-	-	-	501	-				
Stage 1	-	-	-	-	765	-				
Stage 2	-	-	-	-	776	-				
Approach	EB	WB	SB							
HCM Control Delay, s	2.5	0	10.8							
HCM LOS	B									
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBL	SBR				
Capacity (veh/h)	1245	-	-	-	-	640				
HCM Lane V/C Ratio	0.043	-	-	-	-	0.022				
HCM Control Delay (s)	8	0	-	-	-	10.8				
HCM Lane LOS	A	A	-	-	-	B				
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.1				

Intersection										
Int Delay, s/veh		0								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations			↔		↔					
Traffic Vol, veh/h	0	260	152	0	0	0				
Future Vol, veh/h	0	260	152	0	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	260	152	0	0	0				

Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	152	0	-	0	412	152				
Stage 1	-	-	-	-	152	-				
Stage 2	-	-	-	-	260	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Pd Cap-1 Maneuver	1429	-	-	-	596	894				
Stage 1	-	-	-	-	876	-				
Stage 2	-	-	-	-	783	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1429	-	-	-	596	894				
Mov Cap-2 Maneuver	-	-	-	-	596	-				
Stage 1	-	-	-	-	876	-				
Stage 2	-	-	-	-	783	-				

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

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1429	-	-	-	-					
HCM Lane V/C Ratio	-	-	-	-	-					
HCM Control Delay (s)	0	-	-	-	0					
HCM Lane LOS	A	-	-	-	A					
HCM 95th %tile Q(veh)	0	-	-	-	-					

Intersection										
Int Delay, s/veh		0.3								
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations			↔	↔						
Traffic Vol, veh/h	0	24	1109	16	0	0				
Future Vol, veh/h	0	24	1109	16	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	24	1109	16	0	0				

Major/Minor	Minor1	Major1								
Conflicting Flow All	-	563	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	6.94	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.32	-	-						
Pd Cap-1 Maneuver	0	470	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	-	-	-	-						
Mov Cap-1 Maneuver	-	470	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						

Approach	WB	NB								
HCM Control Delay, s	13.1	0								
HCM LOS	B									

Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	-	470							
HCM Lane V/C Ratio	-	-	0.051							
HCM Control Delay (s)	-	-	13.1							
HCM Lane LOS	-	-	B							
HCM 95th %tile Q(veh)	-	-	0.2							

Intersection												
Int Delay, s/veh 0.6												
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Vol, veh/h	0	92	2104	321	0	0						
Future Vol, veh/h	0	92	2104	321	0	0						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	0	-	-	-	-						
Veh in Median Storage, #	0	-	0	-	-	-						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	92	2104	321	0	0						
Major/Minor												
Conflicting Flow All	-	1213	0	0								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								
Critical Hdwy	-	7.14	-	-								
Critical Hdwy Stg 1	-	-	-	-								
Critical Hdwy Stg 2	-	-	-	-								
Follow-up Hdwy	-	3.92	-	-								
Pot Cap-1 Maneuver	0	*427	-	-								
Stage 1	0	-	-	-								
Stage 2	0	-	-	-								
Platoon blocked, %	1	-	-	-								
Mov Cap-1 Maneuver	-	*427	-	-								
Mov Cap-2 Maneuver	-	-	-	-								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								
Approach												
Approach	WB	NB										
HCM Control Delay, s	15.7	0										
HCM LOS	C											
Minor Lane/Major Mvmt												
Minor Lane/Major Mvmt	NBT	NBRWBLn1										
Capacity (veh/h)	-	-	427									
HCM Lane V/C Ratio	-	-	0.215									
HCM Control Delay (s)	-	-	15.7									
HCM Lane LOS	-	-	C									
HCM 95th %ile Q(veh)	-	-	0.8									
Notes												
-: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined *: All major volume in platoon												

Intersection												
Int Delay, s/veh												
1.2												
Movement	EBL	EBT	WBT	WBR	SBL	SBT						
Lane Configurations												
Traffic Vol, veh/h	5	235	148	4	25	21						
Future Vol, veh/h	5	235	148	4	25	21						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	0	-						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	5	235	148	4	25	21						
Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	152	0	-	0	395	150						
Stage 1	-	-	-	-	150	-						
Stage 2	-	-	-	-	245	-						
Critical Hdwy	4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3518	3318						
Pd Cap-1 Maneuver	1429	-	-	-	610	896						
Stage 1	-	-	-	-	878	-						
Stage 2	-	-	-	-	796	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1429	-	-	-	608	896						
Mov Cap-2 Maneuver	-	-	-	-	608	-						
Stage 1	-	-	-	-	878	-						
Stage 2	-	-	-	-	793	-						
Approach	EB	WB	SB									
HCM Control Delay, s	0.2	0	10.4									
HCM LOS		B										
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	1429	-	-	-	713							
HCM Lane V/C Ratio	0.003	-	-	-	0.065							
HCM Control Delay (s)	7.5	0	-	-	10.4							
HCM Lane LOS	A	A	-	-	B							
HCM 95th %ile Q(veh)	0	-	-	-	0.2							

Intersection										
Int Delay, s/veh		2.5								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	11	249	106	9	56	46				
Future Vol, veh/h	11	249	106	9	56	46				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	11	249	106	9	56	46				
Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	115	0	-	0	382	111				
Stage 1	-	-	-	-	111	-				
Stage 2	-	-	-	-	271	-				
Critical Hdwy	4.12	-	-	6.42	6.22	-				
Critical Hdwy Stg 1	-	-	-	5.42	-	-				
Critical Hdwy Stg 2	-	-	-	5.42	-	-				
Follow-up Hdwy	2.218	-	-	3.518	3.318	-				
Pot Cap-1 Maneuver	1474	-	-	620	942	-				
Stage 1	-	-	-	-	914	-				
Stage 2	-	-	-	-	775	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1474	-	-	-	614	942				
Mov Cap-2 Maneuver	-	-	-	-	614	-				
Stage 1	-	-	-	-	914	-				
Stage 2	-	-	-	-	768	-				
Approach	EB	WB	SB							
HCM Control Delay, s	0.3	0	10.7							
HCM LOS			B							
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1474	-	-	-	728					
HCM Lane V/C Ratio	0.007	-	-	-	0.14					
HCM Control Delay (s)	7.5	0	-	-	10.7					
HCM Lane LOS	A	A	-	-	B					
HCM 95th %tile Q(veh)	0	-	-	-	0.5					



Synchro™ Output - 2026 Background Plus Site Traffic

Intersection													
Int Delay, s/veh		0.8											
Movement	EBL	EBT	WBT	WBR	SBL	SBR							
Lane Configurations													
Traffic Vol, veh/h	17	213	300	6	7	22							
Future Vol, veh/h	17	213	300	6	7	22							
Conflicting Peds, #/hr	0	0	0	0	0	0							
Sign Control	Free	Free	Free	Free	Stop	Stop							
RT Channelized	-	None	-	None	-	None							
Storage Length	-	-	-	-	0	-							
Veh in Median Storage, #	-	0	0	-	0	-							
Grade, %	-	0	0	0	-	0							
Peak Hour Factor	100	100	100	100	100	100							
Heavy Vehicles, %	2	2	2	2	2	2							
Mvmt Flow	17	213	300	6	7	22							
Major/Minor	Major1	Major2	Major2	Minor2									
Conflicting Flow All	306	0	-	0	550	303							
Stage 1	-	-	-	-	303	-							
Stage 2	-	-	-	-	247	-							
Critical Hdwy	4.12	-	-	-	6.42	6.22							
Critical Hdwy Stg 1	-	-	-	-	5.42	-							
Critical Hdwy Stg 2	-	-	-	-	5.42	-							
Follow-up Hdwy	2.218	-	-	-	3.518	3.318							
Pot Cap-1 Maneuver	1255	-	-	-	486	737							
Stage 1	-	-	-	-	749	-							
Stage 2	-	-	-	-	794	-							
Platoon blocked, %	-	-	-	-	-	-							
Mov Cap-1 Maneuver	1255	-	-	-	489	737							
Mov Cap-2 Maneuver	-	-	-	-	489	-							
Stage 1	-	-	-	-	749	-							
Stage 2	-	-	-	-	782	-							
Approach	EB	WB	SB										
HCM Control Delay, s	0.6	0	10.7										
HCM LOS	B												

Minor Lane	Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)		1255	-	-	-	657	
HCM Lane V/C Ratio		0.014	-	-	-	0.044	
HCM Control Delay (s)		7.9	0	-	-	10.7	
HCM Lane LOS		A	A	-	-	B	
HCM 95th %tile Q(veh)		0	-	-	-	0.1	

Intersection												
Int Delay, s/veh		0.4										
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Vol, veh/h	0	32	805	38	0	0						
Future Vol, veh/h	0	32	805	38	0	0						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	0	-	-	-	-						
Veh in Median Storage, #	0	-	0	-	-	-						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	32	805	38	0	0						
Major/Minor	Minor1		Major1									
Conflicting Flow All	-	422	0	0								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								
Critical Hdwy	-	6.94	-	-								
Critical Hdwy Stg 1	-	-	-	-								
Critical Hdwy Stg 2	-	-	-	-								
Follow-up Hdwy	-	3.32	-	-								
Pdt Cap-1 Maneuver	0	580	-	-								
Stage 1	0	-	-	-								
Stage 2	0	-	-	-								
Platoon blocked, %	-	-	-	-								
Mov Cap-1 Maneuver	-	580	-	-								
Mov Cap-2 Maneuver	-	-	-	-								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								
Approach	WB		NB									
HCM Control Delay, s	11.6		0									
HCM LOS	B											

Minor Lane	Major Mvmt	NBT	NBR	WBLn1	
Capacity (veh/h)		-	-	580	
HCM Lane V/C Ratio		-	-	0.055	
HCM Control Delay (s)		-	-	11.6	
HCM Lane LOS		-	-	B	
HCM 95th %tile Q(veh)		-	-	0.2	

Intersection										
Int Delay, s/veh										
1										
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	152	2038	441	0	0				
Future Vol, veh/h	0	152	2038	441	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	152	2038	441	0	0				
Major/Minor										
Conflicting Flow All	-	1240	0	0						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Critical Hdwy	-	7.14	-	-						
Critical Hdwy Stg 1	-	-	-	-						
Critical Hdwy Stg 2	-	-	-	-						
Follow-up Hdwy	-	3.92	-	-						
Pot Cap-1 Maneuver	0	*437	-	-						
Stage 1	0	-	-	-						
Stage 2	0	-	-	-						
Platoon blocked, %	1	-	-	-						
Mov Cap-1 Maneuver	-	*437	-	-						
Mov Cap-2 Maneuver	-	-	-	-						
Stage 1	-	-	-	-						
Stage 2	-	-	-	-						
Approach										
WB	NB									
HCM Control Delay, s	17.6		0							
HCM LOS	C									
Minor Lane/Major Mvmt	NBT	NBRWBLn1								
Capacity (veh/h)	-	- 437								
HCM Lane V/C Ratio	-	- 0.348								
HCM Control Delay (s)	-	- 17.6								
HCM Lane LOS	-	- C								
HCM 95th %ile Q(veh)	-	- 1.5								
Notes										
-: Volume exceeds capacity			\$: Delay exceeds 300s			+: Computation Not Defined				
						*: All major volume in platoon				

Intersection										
Int Delay, s/veh						1.3				
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	40	214	283	38	17	25				
Future Vol, veh/h	40	214	283	38	17	25				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	40	214	283	38	17	25				
Major/Minor	Major1	Major2		Minor2						
Conflicting Flow All	321	0	-	0	586	302				
Stage 1	-	-	-	-	302	-				
Stage 2	-	-	-	-	294	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Pot Cap-1 Maneuver	1239	-	-	-	466	738				
Stage 1	-	-	-	-	750	-				
Stage 2	-	-	-	-	756	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1239	-	-	-	449	738				
Mov Cap-2 Maneuver	-	-	-	-	449	-				
Stage 1	-	-	-	-	750	-				
Stage 2	-	-	-	-	728	-				
Approach	EB	WB		SB						
HCM Control Delay, s	1.3	0		11.6						
HCM LOS	B									
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1239	-	-	-	-	585				
HCM Lane V/C Ratio	0.032	-	-	-	-	0.072				
HCM Control Delay (s)	8	0	-	-	-	11.6				
HCM Lane LOS	A	A	-	-	-	B				
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.2				

Intersection										
Int Delay, s/veh		2.3								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	81	140	268	75	27	38				
Future Vol, veh/h	81	140	268	75	27	38				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	81	140	268	75	27	38				
Major/Minor										
Major/Minor	Major1	Major2	Minor2	Minor2						
Conflicting Flow All	343	0	-	0	608	306				
Stage 1	-	-	-	-	306	-				
Stage 2	-	-	-	-	302	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Pot Cap-1 Maneuver	1216	-	-	-	459	734				
Stage 1	-	-	-	-	747	-				
Stage 2	-	-	-	-	750	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1216	-	-	-	426	734				
Mov Cap-2 Maneuver	-	-	-	-	426	-				
Stage 1	-	-	-	-	747	-				
Stage 2	-	-	-	-	696	-				
Approach	EB	WB	SB	SB						
HCM Control Delay, s	3	0	12.2	12.2						
HCM LOS	B									
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1216	-	-	-	-	564				
HCM Lane V/C Ratio	0.067	-	-	-	-	0.115				
HCM Control Delay (s)	8.2	0	-	-	-	12.2				
HCM Lane LOS	A	A	-	-	-	B				
HCM 95th %tile Q(veh)	0.2	-	-	-	-	0.4				

Intersection												
Int Delay, s/veh		0.9										
Movement	EBL	EBT	WBT	WBR	SBL	SBR						
Lane Configurations												
Traffic Vol, veh/h	26	319	202	9	8	25						
Future Vol, veh/h	26	319	202	9	8	25						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Free	Free	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	-	-	-	0	-						
Veh in Median Storage, #	-	0	0	-	0	-						
Grade, %	-	0	0	-	0	-						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	26	319	202	9	8	25						

Major/Minor	Major1	Major2	Minor2									
Conflicting Flow All	211	0	-	0	578	207						
Stage 1	-	-	-	-	207	-						
Stage 2	-	-	-	-	371	-						
Critical Hdwy	4.12	-	-	-	6.42	6.22						
Critical Hdwy Stg 1	-	-	-	-	5.42	-						
Critical Hdwy Stg 2	-	-	-	-	5.42	-						
Follow-up Hdwy	2.218	-	-	-	3518	3318						
Pd Cap-1 Maneuver	1360	-	-	-	478	833						
Stage 1	-	-	-	-	828	-						
Stage 2	-	-	-	-	698	-						
Platoon blocked, %	-	-	-	-	-	-						
Mov Cap-1 Maneuver	1360	-	-	-	467	833						
Mov Cap-2 Maneuver	-	-	-	-	467	-						
Stage 1	-	-	-	-	828	-						
Stage 2	-	-	-	-	682	-						

Approach	EB	WB	SB									
HCM Control Delay, s	0.6	0	10.4									
HCM LOS	B	B	B									

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1							
Capacity (veh/h)	1360	-	-	-	700							
HCM Lane V/C Ratio	0.019	-	-	-	0.047							
HCM Control Delay (s)	7.7	0	-	-	10.4							
HCM Lane LOS	A	A	-	-	B							
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1							

Intersection												
Int Delay, s/veh		0.7										
Movement	WBL	WBR	NBT	NBR	SBL	SBT						
Lane Configurations												
Traffic Vol, veh/h	0	57	1134	50	0	0						
Future Vol, veh/h	0	57	1134	50	0	0						
Conflicting Peds, #/hr	0	0	0	0	0	0						
Sign Control	Stop	Stop	Free	Free	Stop	Stop						
RT Channelized	-	None	-	None	-	None						
Storage Length	-	0	-	-	-	-						
Veh in Median Storage, #	0	-	0	-	-	-						
Grade, %	0	-	0	-	-	0						
Peak Hour Factor	100	100	100	100	100	100						
Heavy Vehicles, %	2	2	2	2	2	2						
Mvmt Flow	0	57	1134	50	0	0						

Major/Minor	Minor1	Major1										
Conflicting Flow All	-	592	0	0								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								
Critical Hdwy	-	6.94	-	-								
Critical Hdwy Stg 1	-	-	-	-								
Critical Hdwy Stg 2	-	-	-	-								
Follow-up Hdwy	-	3.32	-	-								
Pd Cap-1 Maneuver	0	449	-	-								
Stage 1	0	-	-	-								
Stage 2	0	-	-	-								
Platoon blocked, %	-	-	-	-								
Mov Cap-1 Maneuver	-	449	-	-								
Mov Cap-2 Maneuver	-	-	-	-								
Stage 1	-	-	-	-								
Stage 2	-	-	-	-								

Approach	WB	NB										
HCM Control Delay, s	14.2	0										
HCM LOS	B	B										

Minor Lane/Major Mvmt	NBT	NBRWBLn1										
Capacity (veh/h)	-	449										
HCM Lane V/C Ratio	-	0.127										
HCM Control Delay (s)	-	14.2										
HCM Lane LOS	-	B										
HCM 95th %tile Q(veh)	-	0.4										

Intersection										
Int Delay, s/veh						1.3				
Movement	WBL	WBR	NBT	NBR	SBL	SBT				
Lane Configurations										
Traffic Vol, veh/h	0	174	2138	416	0	0				
Future Vol, veh/h	0	174	2138	416	0	0				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Stop	Stop	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	0	-	-	-	-				
Veh in Median Storage, #	0	-	0	-	-	-				
Grade, %	0	-	0	-	-	0				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	0	174	2138	416	0	0				
Major/Minor						Minor1	Major1			
Conflicting Flow All						-	1277	0	0	
Stage 1						-	-	-	-	
Stage 2						-	-	-	-	
Critical Hdwy						-	7.14	-	-	
Critical Hdwy Stg 1						-	-	-	-	
Critical Hdwy Stg 2						-	-	-	-	
Follow-up Hdwy						-	3.92	-	-	
Pdt Cap-1 Maneuver						0	*409	-	-	
Stage 1						0	-	-	-	
Stage 2						0	-	-	-	
Platoon blocked, %						1	-	-	-	
Mov Cap-1 Maneuver						-	*409	-	-	
Mov Cap-2 Maneuver						-	-	-	-	
Stage 1						-	-	-	-	
Stage 2						-	-	-	-	
Approach						WB	NB			
HCM Control Delay, s						20.2	0			
HCM LOS						C				
Minor Lane/Major Mvmt						NBT	NBRWBLn1			
Capacity (veh/h)						-	- 409			
HCM Lane V/C Ratio						-	- 0.425			
HCM Control Delay (s)						-	- 20.2			
HCM Lane LOS						-	- C			
HCM 95th %ile Q(veh)						-	- 2.1			
Notes										
- : Volume exceeds capacity						\$: Delay exceeds 300s		+ : Computation Not Defined		
						*: All major volume in platoon				

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

Intersection										
Int Delay, s/veh						2				
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	31	304	205	21	41	46				
Future Vol, veh/h	31	304	205	21	41	46				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	-	None	-	None	-	None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	31	304	205	21	41	46				
Major/Minor	Major1	Major2	Minor2							
Conflicting Flow All	226	0	-	0	582	216				
Stage 1	-	-	-	-	216	-				
Stage 2	-	-	-	-	366	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3518	3318				
Pot Cap-1 Maneuver	1342	-	-	-	475	824				
Stage 1	-	-	-	-	820	-				
Stage 2	-	-	-	-	702	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1342	-	-	-	462	824				
Mov Cap-2 Maneuver	-	-	-	-	462	-				
Stage 1	-	-	-	-	820	-				
Stage 2	-	-	-	-	682	-				
Approach	EB	WB	SB							
HCM Control Delay, s	0.7	0	12							
HCM LOS	B									
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1					
Capacity (veh/h)	1342	-	-	-	-	602				
HCM Lane V/C Ratio	0.023	-	-	-	-	0.145				
HCM Control Delay (s)	7.7	0	-	-	12	-				
HCM Lane LOS	A	A	-	-	-	B				
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0.5				

Intersection										
Int Delay, s/veh		3.8								
Movement	EBL	EBT	WBT	WBR	SBL	SBR				
Lane Configurations										
Traffic Vol, veh/h	54	274	132	26	81	79				
Future Vol, veh/h	54	274	132	26	81	79				
Conflicting Peds, #/hr	0	0	0	0	0	0				
Sign Control	Free	Free	Free	Free	Stop	Stop				
RT Channelized	- None	- None	- None	- None	- None	- None				
Storage Length	-	-	-	-	0	-				
Veh in Median Storage, #	-	0	0	-	0	-				
Grade, %	-	0	0	-	0	-				
Peak Hour Factor	100	100	100	100	100	100				
Heavy Vehicles, %	2	2	2	2	2	2				
Mvmt Flow	54	274	132	26	81	79				
Major/Minor										
	Major1	Major2		Minor2						
Conflicting Flow All	158	0	-	0	527	145				
Stage 1	-	-	-	-	145	-				
Stage 2	-	-	-	-	382	-				
Critical Hdwy	4.12	-	-	-	6.42	6.22				
Critical Hdwy Stg 1	-	-	-	-	5.42	-				
Critical Hdwy Stg 2	-	-	-	-	5.42	-				
Follow-up Hdwy	2.218	-	-	-	3.518	3.318				
Pot Cap-1 Maneuver	1422	-	-	-	512	902				
Stage 1	-	-	-	-	882	-				
Stage 2	-	-	-	-	690	-				
Platoon blocked, %	-	-	-	-	-	-				
Mov Cap-1 Maneuver	1422	-	-	-	489	902				
Mov Cap-2 Maneuver	-	-	-	-	489	-				
Stage 1	-	-	-	-	882	-				
Stage 2	-	-	-	-	659	-				
Approach										
	EB	WB		SB						
HCM Control Delay, s	1.3	0	-	12.6						
HCM LOS	B									
Minor Lane/Major Mvmt										
	EBL	EBT	WBT	WBR	SBL	SBR				
Capacity (veh/h)	1422	-	-	-	-	632				
HCM Lane V/C Ratio	0.038	-	-	-	-	0.253				
HCM Control Delay (s)	7.6	0	-	-	-	12.6				
HCM Lane LOS	A	A	-	-	-	B				
HCM 95th %tile Q(veh)	0.1	-	-	-	-	1				