

Intersection						
Int Delay, s/veh	7.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↑	↖	↖	↑
Traffic Vol, veh/h	100	24	27	192	104	40
Future Vol, veh/h	100	24	27	192	104	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	10	10	9	9	7	7
Mvmt Flow	112	27	30	216	130	50
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	340	30	0	-	30	0
Stage 1	30	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.17	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	640	1022	-	0	1551	-
Stage 1	972	-	-	0	-	-
Stage 2	726	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	586	1022	-	-	1551	-
Mov Cap-2 Maneuver	586	-	-	-	-	-
Stage 1	972	-	-	-	-	-
Stage 2	665	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.8	0	5.4			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	586	1022	1551	-	-
HCM Lane V/C Ratio	-	0.192	0.026	0.084	-	-
HCM Control Delay (s)	-	12.6	8.6	7.5	-	-
HCM Lane LOS	-	B	A	A	-	-
HCM 95th %ile Q(veh)	-	0.7	0.1	0.3	-	-

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

Existing AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↓	↑↑					↓	↑	↑
Traffic Volume (veh/h)	0	441	24	467	211	0	0	0	0	370	0	54
Future Volume (veh/h)	0	441	24	467	211	0	0	0	0	370	0	54
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj. (A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus. Adj.	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/m	0	1796	1796	1796	1796	0				1826	1826	1826
Adj Flow Rate, veh/h	0	531	0	531	240	0				402	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh. %	0	7	7	7	7	0				5	5	5
Cap, veh/h	0	797		659	2127	0				574	0	
Arrive On Green	0.00	0.23	0.00	0.27	0.62	0.00				0.17	0.00	0.00
Sat Flow, veh/h	0	3503	1522	1711	3503	0				3478	0	1547
Grp Volume (v), veh/h	0	531	0	531	240	0				402	0	0
Grp Sat Flow (s), veh/h/m	0	1706	1522	1711	1706	0				1739	0	1547
Q Serve (g_s), s	0.0	9.1	0.0	13.3	1.8	0.0				7.0	0.0	0.0
Cycle Q Clear (g_c), s	0.0	9.1	0.0	13.3	1.8	0.0				7.0	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap (c), veh/h	0	797		659	2127	0				574	0	
VC Ratio (X)	0.00	0.57		0.81	0.11	0.00				0.70	0.00	
Avail Cap (c_a), veh/h	0	1827		1483	4801	0				1407	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter (I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	22.4	0.0	11.7	4.9	0.0				25.3	0.0	0.0
Ini Delay (d2), s/veh	0.0	1.2	0.0	2.9	0.0	0.0				1.9	0.0	0.0
Ini Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
Stale Back Of Q (50%), veh/m	0.0	3.3	0.0	4.4	0.4	0.0				2.7	0.0	0.0
Unsig. Movement Delay, s/veh												
Ln Grp Delay (d), s/veh	0.0	23.5	0.0	14.6	4.9	0.0				27.2	0.0	0.0
Ln Grp LOS	A	C		B	A	A				C	A	
Approach Vol, veh/h		531	A		771						402	A
Approach Delay, s/veh		23.5			11.6						27.2	
Approach LOS		C			B						C	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	25.1	21.6		17.6		46.7						
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6						
Max Green Setting (Gmax), s	48.6	34.4		26.0		90.4						
Max Q Clear Time (g_c+I), s	15.3	11.1		9.0		3.8						
Green Ext Time (p_c), s	2.3	3.9		1.6		1.9						

Intersection Summary

HCM 6th Ctrl Delay 19.0
 HCM 6th LOS B

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Existing AM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Vol, veh/h	14	817	0	0	644	194	13	1	920	0	0	0
Future Vol, veh/h	14	817	0	0	644	194	13	1	920	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	6	6	6	2	2	2
Mvmt Flow	16	961	0	0	785	237	14	1	1000	0	0	0

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	785	0	-	0
Stage 1	-	-	-	993
Stage 2	-	-	-	785
Critical Hdwy	4.2	-	-	6.92
Critical Hdwy Stg 1	-	-	-	5.92
Critical Hdwy Stg 2	-	-	-	5.92
Follow-up Hdwy	2.25	-	-	3.56
Pot Cap-1 Maneuver	810	0	0	129
Stage 1	-	0	0	310
Stage 2	-	0	0	640
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	810	-	-	126
Mov Cap-2 Maneuver	-	-	-	235
Stage 1	-	-	-	304
Stage 2	-	-	-	640

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	235	-	810	-	-	-
HCM Lane V/C Ratio	0.065	-	0.02	-	-	-
HCM Control Delay (s)	21.4	0	9.5	-	-	-
HCM Lane LOS	C	A	A	-	-	-
HCM 95th %ile Q(veh)	0.2	-	0.1	-	-	-

HCM 6th TWSC
18: US 17 & John Smith Road

Existing AM

Intersection						
Int Delay s/veh	28.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗
Traffic Vol. veh/h	184	31	357	347	45	238
Future Vol. veh/h	184	31	357	347	45	238
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage #	0	-	0	-	-	0
Grade %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles %	8	8	6	6	7	7
Mvmt Flow	292	49	384	373	52	274

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	949	571	0	0	757
Stage 1	571	-	-	-	-
Stage 2	378	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
FOLLOW-UP Hdwy	3.572	3.372	-	-	2.263
Pot Cap-1 Maneuver	~282	509	-	-	832
Stage 1	554	-	-	-	-
Stage 2	680	-	-	-	-
Platoon blocked %	-	-	-	-	-
Mov Cap-1 Maneuver	~261	509	-	-	832
Mov Cap-2 Maneuver	~261	-	-	-	-
Stage 1	554	-	-	-	-
Stage 2	630	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	115.8	0	1.5
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR/WBL1	WBL2	SBL	SBT
Capacity (veh/h)	-	-	261	509	832
HCM Lane V/C Ratio	-	-	1.119	0.097	0.062
HCM Control Delay (s)	-	-	133.1	12.8	9.6
HCM Lane LOS	-	-	F	B	A
HCM 95th %ile Q(veh)	-	-	12.6	0.3	0.2

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

HCM 6th TWSC
1: US 17 & US 278

Existing PM

Intersection	
Int Delay s/veh	7.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	147	105	63	89	43	28
Future Vol, veh/h	147	105	63	89	43	28
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	3	3	3	3	15	15
Mvmt Flow	165	118	78	110	54	35

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	221	78	0
Stage 1	78	-	-
Stage 2	143	-	-
Critical Hdwy	643	623	-
Critical Hdwy Stg 1	543	-	-
Critical Hdwy Stg 2	543	-	-
Follow-up Hdwy	3527	3327	-
Pol Cap-1 Maneuver	765	980	-
Stage 1	943	-	-
Stage 2	882	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	737	980	-
Mov Cap-2 Maneuver	737	-	-
Stage 1	943	-	-
Stage 2	849	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.4	0	4.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	737	980	1442
HCM Lane VIC Ratio	-	0.224	0.12	0.037
HCM Control Delay (s)	-	11.3	9.2	7.6
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	0.9	0.4	0.1

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

Existing PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	136	51	853	288	0	0	0	0	215	3	48
Future Volume (veh/h)	0	136	51	853	288	0	0	0	0	215	3	48
Initial Q (Q ₀) veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A _{pbt})	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/hln	0	1871	1811	1826	1826	0				1841	1841	1841
Adj Flow Rate, vsh/h	0	155	0	969	327	0				262	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.83	0.83	0.83
Percent Heavy Veh. %	0	6	6	5	5	0				4	4	4
Cap, veh/h	0	533		1072	2516	0				471	0	
Arrive On Green	0.00	0.15	0.00	0.49	0.73	0.00				0.13	0.00	0.00
Sat Flow, veh/h	0	3532	1535	1739	3561	0				3506	0	1560
Grp Volume(v), veh/h	0	155	0	969	327	0				262	0	0
Grp Sat Flow(s), veh/hln	0	1721	1535	1739	1735	0				1753	0	1560
Q Serve(g_s), s	0.0	3.9	0.0	40.3	2.8	0.0				6.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	3.9	0.0	40.3	2.8	0.0				6.8	0.0	0.0
Prop in Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	533		1072	2516	0				471	0	
V/C Ratio(X)	0.00	0.29		0.90	0.13	0.00				0.56	0.00	
Avail Cap(c _a), veh/h	0	618		1444	3346	0				471	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	36.2	0.0	12.6	4.0	0.0				39.2	0.0	0.0
Inc _r Delay (d ₂), s/veh	0.0	0.4	0.0	7.0	0.0	0.0				4.7	0.0	0.0
Initial Q Delay(d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	1.6	0.0	13.7	0.7	0.0				3.1	0.0	0.0
Unsig Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	36.6	0.0	19.6	4.1	0.0				43.9	0.0	0.0
LnGrp LOS	A	D		B	A	A				D	A	
Approach Vol, veh/h		155	A		1296						262	A
Approach Delay, s/veh		36.6			15.7						43.9	
Approach LOS		D			B						D	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+R _c), s	55.2	21.6		20.0	76.8							
Change Period (Y+R _c), s	7.4	6.6		7.0	6.6							
Max Green Setting (G _{max}), s	68.6	17.4		13.0	93.4							
Max Q Clear Time (g_c+1), s	42.3	5.9		8.8	4.8							
Green Ext Time (p_c), s	5.6	0.6		0.4	2.6							

Intersection Summary

HCM 6th Crd Delay 21.9
 HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for (EBR, SBR) is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Existing PM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Vol, veh/h	35	319	0	0	1121	329	3	2	571	0	0	0
Future Vol, veh/h	35	319	0	0	1121	329	3	2	571	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	44	399	0	0	1218	358	3	2	642	0	0	0
Major/Minor	Major1			Major2			Minor1					
Conflicting Flow All	1220	0	-	-	-	0	1096	1707	-	-	-	-
Stage 1	-	-	-	-	-	-	487	487	-	-	-	-
Stage 2	-	-	-	-	-	-	609	1220	-	-	-	-
Critical Hdwy	4.18	-	-	-	-	-	6.84	6.54	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.84	5.54	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.84	5.54	-	-	-	-
Follow-up Hdwy	2.24	-	-	-	-	-	3.52	4.02	-	-	-	-
Pot Cap-1 Maneuver	556	-	0	0	-	-	208	90	0	-	-	-
Stage 1	-	-	0	0	-	-	583	549	0	-	-	-
Stage 2	-	-	0	0	-	-	505	251	0	-	-	-
Platoon blocked %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	556	-	-	-	-	-	192	0	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	313	0	-	-	-	-
Stage 1	-	-	-	-	-	-	537	0	-	-	-	-
Stage 2	-	-	-	-	-	-	505	0	-	-	-	-
Approach	EB			WB			NB					
HCM Control Delay, s	1.2			0			16.7					
HCM LOS							C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR						
Capacity (veh/h)	313	-	556	-	-	-						
HCM Lane V/C Ratio	0.018	-	0.079	-	-	-						
HCM Control Delay (s)	16.7	0	12	-	-	-						
HCM Lane LOS	C	A	B	-	-	-						
HCM 95th %ile Q(veh)	0.1	-	0.3	-	-	-						

HCM 6th TWSC
18: US 17 & John Smith Road

Existing PM

Intersection						
Int Delay, s/veh	7.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔	↔	↔			↔
Traffic Vol, veh/h	274	4	188	197	1	244
Future Vol, veh/h	274	4	188	197	1	244
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	4	4	8	8
Mvmt Flow	298	4	227	237	1	271
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	619	346	0	0	464	0
Stage 1	346	-	-	-	-	-
Stage 2	273	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.18	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.272	-
Est Cap-1 Maneuver	451	695	-	-	1066	-
Stage 1	714	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	451	695	-	-	1066	-
Mov Cap-2 Maneuver	451	-	-	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	27	0	0			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	451	695	1066	-
HCM Lane V/C Ratio	-	-	0.66	0.006	0.001	-
HCM Control Delay (s)	-	-	27.2	10.2	8.4	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %ile Q(veh)	-	-	49	0	0	-

Intersection						
Int Delay, s/veh	8.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	149	33	33	252	130	49
Future Vol, veh/h	149	33	33	252	130	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	10	10	9	9	7	7
Mvmt Flow	167	37	37	283	163	61

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	424	37	0	-	37
Stage 1	37	-	-	-	-
Stage 2	387	-	-	-	-
Critical Hdwy	6.5	6.3	-	-	4.17
Critical Hdwy Stg 1	5.5	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-
Follow-up Hdwy	3.59	3.39	-	-	2.263
Pot Cap-1 Maneuver	572	1013	-	0	1542
Stage 1	965	-	-	0	-
Stage 2	669	-	-	0	-
Platoon blocked, %					
Mov Cap-1 Maneuver	511	1013	-	-	1542
Mov Cap-2 Maneuver	511	-	-	-	-
Stage 1	965	-	-	-	-
Stage 2	598	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	5.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	511	1013	1542
HCM Lane V/C Ratio	-	0.328	0.037	0.105
HCM Control Delay (s)	-	15.4	8.7	7.6
HCM Lane LOS	-	C	A	A
HCM 95th %ile Q (veh)	-	1.4	0.1	0.4

HCM 6th Signalized Intersection Summary
 5. I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

2026 No Build AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↓	↓	↓
Traffic Volume (veh/h)	0	558	29	609	288	0	0	0	0	478	0	66
Future Volume (veh/h)	0	558	29	609	288	0	0	0	0	478	0	66
Initial Q (Q ₀), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A _{pbT})	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1796	1796	1796	1796	0				1826	1826	1826
Adj Flow Rate, veh/h	0	672	0	692	327	0				520	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh, %	0	7	7	7	7	0				5	5	5
Cap, veh/h	0	825		741	2332	0				618	0	
Arrive On Green	0.00	0.24	0.00	0.37	0.68	0.00				0.18	0.00	0.00
Sat Flow, veh/h	0	3503	1522	1711	3503	0				3478	0	1547
Grp Volume(v), veh/h	0	672	0	692	327	0				520	0	0
Grp Sat Flow(s), veh/h/ln	0	1706	1522	1711	1706	0				1739	0	1547
Q Serve(g_s), s	0.0	18.2	0.0	31.1	3.3	0.0				14.2	0.0	0.0
Cycle Q Clear(g_c), s	0.0	18.2	0.0	31.1	3.3	0.0				14.2	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	825		741	2332	0				618	0	
V/C Ratio(X)	0.00	0.81		0.93	0.14	0.00				0.84	0.00	
Avail Cap(c_a), veh/h	0	1060		929	2943	0				782	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	35.0	0.0	20.8	5.4	0.0				38.9	0.0	0.0
Incr Delay (d ₂), s/veh	0.0	4.2	0.0	14.4	0.0	0.0				7.1	0.0	0.0
Initial Q Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	0.0	7.6	0.0	13.6	0.9	0.0				6.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	39.2	0.0	35.2	5.5	0.0				46.0	0.0	0.0
LnGrp LOS	A	D		D	A	A				D	A	
Approach Vol, veh/h		672	A		1019						520	A
Approach Delay, s/veh		39.2			25.6						46.0	
Approach LOS		D			C						D	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+Rc), s	43.2	30.2		24.4	73.5							
Change Period (Y+Rc), s	7.4	6.6		7.0	6.6							
Max Green Setting (Gmax), s	46.6	30.4		22.0	84.4							
Max Q Clear Time (g_c+I), s	33.1	20.2		16.2	5.3							
Green Ext Time (p_c), s	2.7	3.5		1.2	2.6							

Intersection Summary

HCM 6th Ctrl Delay 34.5
 HCM 6th LOS C

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

2026 No Build AM

Intersection												
Int Delay, s/veh	0.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↖	↗			
Traffic Vol, veh/h	17	1043	0	0	856	277	16	1	1147	0	0	0
Future Vol, veh/h	17	1043	0	0	856	277	16	1	1147	0	0	0
Conflicting Peds #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245					280			0			
Veh in Median Storage, #	-	0			0			0		-	16965	
Grade, %	-	0			0			0		-	0	
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92
Heavy Vehicles, %	5	5	5	5	5	5	6	6	6	2	2	2
Mvmt Flow	20	1227	0	0	1044	338	17	1	1247	0	0	0

Major/Minor	Major1	Major2				Minor1			
Conflicting Flow All	1044	0	-	-	-	0	1789	2311	-
Stage 1	-	-	-	-	-	-	1267	1267	-
Stage 2	-	-	-	-	-	-	522	1044	-
Critical Hdwy	4.2	-	-	-	-	-	6.92	6.62	-
Critical Hdwy Stg 1	-	-	-	-	-	-	5.92	5.62	-
Critical Hdwy Stg 2	-	-	-	-	-	-	5.92	5.62	-
Follow-up Hdwy	2.25	-	-	-	-	-	3.56	4.06	-
Pot Cap-1 Maneuver	644	-	0	0	-	-	69	36	0
Stage 1	-	-	0	0	-	-	221	231	0
Stage 2	-	-	0	0	-	-	549	296	0
Platoon blocked, %	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	644	-	-	-	-	-	67	0	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	163	0	-
Stage 1	-	-	-	-	-	-	214	0	-
Stage 2	-	-	-	-	-	-	549	0	-

Approach	EB	WB	NB
HCM Control Delay, s	0.2	0	29.9
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	163	-	644	-	-	-
HCM Lane V/C Ratio	0.113	-	0.031	-	-	-
HCM Control Delay (s)	29.9	0	10.8	-	-	-
HCM Lane LOS	D	A	B	-	-	-
HCM 95th %tile Q(veh)	0.4	-	0.1	-	-	-

Intersection						
Int Delay, s/veh	108.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↖	↖	↖			↖
Traffic Vol, veh/h	224	41	449	422	59	313
Future Vol, veh/h	224	41	449	422	59	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles, %	8	8	6	6	7	7
Mvmt Flow	356	65	483	454	68	360

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1206	710	0	0	937
Stage 1	710	-	-	-	-
Stage 2	496	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.263
Pot Cap-1 Maneuver	~197	424	-	-	711
Stage 1	476	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	~173	424	-	-	711
Mov Cap-2 Maneuver	~173	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	528	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	457.3	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	173	424	711	-
HCM Lane V/C Ratio	-	-	2.055	0.153	0.095	-
HCM Control Delay (s)	-	-	538.2	15	10.6	0
HCM Lane LOS	-	-	F	C	B	A
HCM 95th %ile D (veh)	-	-	27.6	0.5	0.3	-

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

Intersection

Int Delay, s/veh 8.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↑
Traffic Vol, veh/h	203	132	77	139	57	34
Future Vol, veh/h	203	132	77	139	57	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	3	3	3	3	15	15
Mvmt Flow	228	148	95	172	71	43

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	280	95	0
Stage 1	95	-	-
Stage 2	185	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Fdow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	708	959	0
Stage 1	926	-	0
Stage 2	844	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	673	959	-
Mov Cap-2 Maneuver	673	-	-
Stage 1	926	-	-
Stage 2	802	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	673	959	1421
HCM Lane V/C Ratio	-	0.339	0.155	0.05
HCM Control Delay (s)	-	13.1	9.4	7.7
HCM Lane LOS	-	B	A	A
HCM 95th %ile Q(veh)	-	1.5	0.5	0.2

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

2026 No Build PM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Future Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Initial Q (Qb) veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus. Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/hln	0	1811	1811	1826	1826	0				1841	1841	1841
Adj Flow Rate, veh/h	0	228	0	1223	430	0				377	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.83	0.83	0.83
Percent Heavy Veh. %	0	6	6	5	5	0				4	4	4
Cap, veh/h	0	372		1189	2728	0				405	0	0
Arrive On Green	0.00	0.11	0.00	0.62	0.79	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3532	1535	1739	3561	0				3506	0	1560
Grp Volume(v) veh/h	0	228	0	1223	430	0				377	0	0
Grp Sat Flow(s) veh/hln	0	1721	1535	1739	1735	0				1753	0	1560
Q Serve(g_s) s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Cycle Q Clear(g_c) s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Prcp In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Long Grp Cap(c) veh/h	0	372		1189	2728	0				405	0	0
V/C Ratio(X)	0.00	0.61		1.03	0.16	0.00				0.93	0.00	
Avail Cap(c_a) veh/h	0	407		1189	2763	0				405	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d) s/veh	0.0	59.0	0.0	19.1	3.6	0.0				60.8	0.0	0.0
Incr Delay (d2) s/veh	0.0	2.6	0.0	33.7	0.0	0.0				30.4	0.0	0.0
Initial Q Delay(d3) s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%) veh/ln	0.0	3.9	0.0	39.7	1.2	0.0				8.2	0.0	0.0
Uncrg. Movement Delay s/veh												
LnGrp Delay(d) s/veh	0.0	61.6	0.0	52.8	3.6	0.0				91.2	0.0	0.0
LnGrp LOS	A	E		F	A	A				F	A	
Approach Vol., veh/h		228	A		1653						377	A
Approach Delay, s/veh		61.6			40.0						91.2	
Approach LOS		E			D						F	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+Rc) s	94.0	21.6		23.0	115.6							
Change Period (Y+Rc) s	7.4	6.6		7.0	6.6							
Max Green Setting (Gmax) s	88.6	16.4		16.0	110.4							
Max Q Clear Time (g_c+I) s	88.6	10.8		16.8	6.2							
Green Ext Time (p_c) s	0.0	0.6		0.0	3.5							

Intersection Summary

HCM 6th Ctrl Delay 50.7
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

2026 No Build PM

Intersection												
Int Delay s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑↑			↑↑	↗		↑	↖			
Traffic Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Future Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Conflicting Peds #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	54	590	0	0	1554	475	4	2	835	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1556	0	0
Stage 1	-	-	698
Stage 2	-	-	777
Critical Hdwy	4.18	-	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.24	-	3.52
Pof Cap-1 Maneuver	412	0	117
Stage 1	-	0	455
Stage 2	-	0	414
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	412	-	102
Mov Cap-2 Maneuver	-	-	218
Stage 1	-	-	395
Stage 2	-	-	414

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	22
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	218	-	412	-	-	-
HCM Lane V/C Ratio	0.031	-	0.13	-	-	-
HCM Control Delay (s)	22	0	15	-	-	-
HCM Lane LOS	C	A	C	-	-	-
HCM 95th %ile Q(veh)	0.1	-	0.4	-	-	-

Intersection						
Int Delay, s/veh	26.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑			↑
Traffic Vol, veh/h	333	10	255	240	4	318
Future Vol, veh/h	333	10	255	240	4	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	4	4	8	8
Mvmt Flow	362	11	307	289	4	353
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	452	0	0	596	0
Stage 1	452	-	-	-	-	-
Stage 2	361	-	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.18	-
Critical Hdwy Stg 1	5.43	-	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.272	-
Pot Cap-1 Maneuver	~347	605	-	-	952	-
Stage 1	639	-	-	-	-	-
Stage 2	703	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~345	605	-	-	952	-
Mov Cap-2 Maneuver	~345	-	-	-	-	-
Stage 1	639	-	-	-	-	-
Stage 2	699	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	95	0	0.1			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBL1	WBL2	SBL	SBT
Capacity (veh/h)	-	-	345	605	952	-
HCM Lane V/C Ratio	-	-	1.049	0.018	0.005	-
HCM Control Delay (s)	-	-	97.5	11.1	8.8	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile Q(veh)	-	-	128	0.1	0	-
Notes						
~: Volume exceeds capacity \$: Delay exceeds 300s +: Computation Not Defined †: All major volume in platoon						

Intersection						
Int Delay, s/veh	108.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕			↕
Traffic Vol, veh/h	224	41	449	422	59	313
Future Vol, veh/h	224	41	449	422	59	313
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles, %	8	8	6	6	7	7
Mvmt Flow	356	65	483	454	68	360

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	1206	710	0	0	937
Stage 1	710	-	-	-	-
Stage 2	496	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.263
Pot Cap-1 Maneuver	~197	424	-	-	711
Stage 1	476	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	~173	424	-	-	711
Mov Cap-2 Maneuver	~173	-	-	-	-
Stage 1	476	-	-	-	-
Stage 2	528	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	457.3	0	1.7
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	173	424	711
HCM Lane V/C Ratio	-	-	2.055	0.153	0.095
HCM Control Delay (s)	-	-	\$ 538.2	15	10.6
HCM Lane LOS	-	-	F	C	B
HCM 95th %ile D(veh)	-	-	27.6	0.5	0.3

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

Intersection						
In: Delay, s/veh	8.4					
Movement	WBL	WBR	NBT	NBR	SBL	SRT
Lane Configurations	↖	↗	↑	↗	↖	↑
Traffic Vol, veh/h	203	132	77	139	57	34
Future Vol, veh/h	203	132	77	139	57	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	81	81	80	80
Heavy Vehicles, %	3	3	3	3	15	15
Mvmt Flow	228	148	95	172	71	43

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	280	95	95
Stage 1	95	-	-
Stage 2	185	-	-
Critical Hdwy	6.43	6.23	4.25
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	6.43	-	-
Follow-up Hdwy	3.527	3.327	2.335
Pot Cap-1 Maneuver	708	959	1421
Stage 1	926	-	0
Stage 2	844	-	0
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	673	959	1421
Mov Cap-2 Maneuver	673	-	-
Stage 1	926	-	-
Stage 2	802	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.6	0	4.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	WBLn2	SBL	SRT
Capacity (veh/h)	-	673	959	1421
HCM Lane V/C Ratio	-	0.339	0.155	0.05
HCM Control Delay (s)	-	13.1	9.4	7.7
HCM Lane LOS	-	B	A	A
HCM 95th %tile Q(veh)	-	15	0.5	0.2

HCM 6th Signalized Intersection Summary
 5: I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

2026 No Build PM

	↖	→	↘	↙	←	↖	↘	↑	↙	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↙	↑↑					↙	↑	↑
Traffic Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Future Volume (veh/h)	0	201	62	1076	378	0	0	0	0	310	4	58
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/in	0	1811	1811	1826	1826	0				1841	1841	1841
Adj Flow Rate, veh/h	0	228	0	1223	430	0				377	0	0
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88				0.83	0.83	0.83
Percent Heavy Veh. %	0	6	6	5	5	0				4	4	4
Cap, veh/h	0	372		1189	2728	0				405	0	
Arrive On Green	0.00	0.11	0.00	0.62	0.79	0.00				0.12	0.00	0.00
Sat Flow, veh/h	0	3532	1535	1739	3561	0				3506	0	1560
Grp Volume(v), veh/h	0	228	0	1223	430	0				377	0	0
Grp Sat Flow(s), veh/h/in	0	1721	1535	1739	1735	0				1753	0	1560
Q Serve(g_s), s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Cycle Q Clear(g_c), s	0.0	8.8	0.0	86.6	4.2	0.0				14.8	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	372		1189	2728	0				405	0	
V/C Ratio(X)	0.00	0.61		1.03	0.16	0.00				0.93	0.00	
Avail Cap(c_a), veh/h	0	407		1189	2763	0				405	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	59.0	0.0	19.1	3.6	0.0				60.8	0.0	0.0
Incr Delay (d2), s/veh	0.0	2.6	0.0	33.7	0.0	0.0				30.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile Back Of Q(50%), veh/in	0.0	3.9	0.0	39.7	1.2	0.0				8.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	61.6	0.0	52.8	3.6	0.0				91.2	0.0	0.0
LnGrp LOS	A	E		F	A	A				F	A	
Approach Vol, veh/h		228	A		1653						377	A
Approach Delay, s/veh		61.6			40.0						91.2	
Approach LOS		E			D						F	
Timer - Assigned Phs	1	2		4	6							
Phs Duration (G+Y+Rc), s	94.0	21.6		23.0	115.6							
Change Period (Y+Rc), s	7.4	6.6		7.0	6.6							
Max Green Setting (Gmax), s	86.6	16.4		16.0	110.4							
Max Q Clear Time (g_c+I), s	88.6	10.8		16.8	6.2							
Green Ext Time (p_c), s	0.0	0.6		0.0	3.5							

Intersection Summary

HCM 6th Ctrl Delay 50.7
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Intersection												
Int Delay s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗		↑	↗			
Traffic Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Future Vol, veh/h	43	472	0	0	1430	437	4	2	743	0	0	0
Conflicting Peds, #/hr	2	0	2	2	0	2	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	80	80	80	92	92	92	89	89	89	92	92	92
Heavy Vehicles, %	4	4	4	3	3	3	2	2	2	2	2	2
Mvmt Flow	54	590	0	0	1554	475	4	2	835	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1556	0	0
Stage 1	-	-	698
Stage 2	-	-	777
Critical Hdwy	4.18	-	6.04
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	2.24	-	3.52
Pot Cap-1 Maneuver	412	0	117
Stage 1	-	0	455
Stage 2	-	0	414
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	412	-	102
Mov Cap-2 Maneuver	-	-	218
Stage 1	-	-	395
Stage 2	-	-	414

Approach	EB	WB	NB
HCM Control Delay, s	1.3	0	2.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	218	-	412	-	-	-
HCM Lane V/C Ratio	0.031	-	0.13	-	-	-
HCM Control Delay (s)	2.2	0	1.5	-	-	-
HCM Lane LOS	C	A	C	-	-	-
HCM 95th %ile Q (veh)	0.1	-	0.4	-	-	-

Intersection	
Int Delay, s/veh	26.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↑	↑	↑			↑
Traffic Vol, veh/h	333	10	255	240	4	318
Future Vol, veh/h	333	10	255	240	4	318
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	4	4	8	8
Mvmt Flow	362	11	307	289	4	353

Major/Minor	Minor1	Major1	Major2	Major3	Major4
Conflicting Flow All	813	452	0	0	596
Stage 1	452	-	-	-	-
Stage 2	361	-	-	-	-
Critical Hdwy	6.43	6.23	-	-	4.18
Critical Hdwy Stg 1	5.43	-	-	-	-
Critical Hdwy Stg 2	5.43	-	-	-	-
Follow-up Hdwy	3.527	3.327	-	-	2.272
Pot Cap-1 Maneuver	347	605	-	-	952
Stage 1	639	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	345	605	-	-	952
Mov Cap-2 Maneuver	345	-	-	-	-
Stage 1	639	-	-	-	-
Stage 2	699	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	95	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	345	605	952	-
HCM Lane V/C Ratio	-	-	1.049	0.018	0.005	-
HCM Control Delay (s)	-	-	97.5	11.1	8.8	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %tile D(veh)	-	-	12.8	0.1	0	-

Notes
 ~ Volume exceeds capacity \$ Delay exceeds 300s † Computation Not Defined ‡ All major volume in platoon

Intersection						
Int Delay, s/veh	21.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↵	↶	↑	↷	↵	↑
Traffic Vol, veh/h	349	33	35	312	130	57
Future Vol, veh/h	349	33	35	312	130	57
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	Free	-	None
Storage Length	0	0	-	125	160	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	89	89	89	89	80	80
Heavy Vehicles, %	16	10	10	11	7	9
Mvmt Flow	392	37	39	351	163	71
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	436	39	0	-	39	0
Stage 1	39	-	-	-	-	-
Stage 2	397	-	-	-	-	-
Critical Hdwy	6.56	6.3	-	-	4.17	-
Critical Hdwy Stg 1	6.56	-	-	-	-	-
Critical Hdwy Stg 2	6.56	-	-	-	-	-
Follow-up Hdwy	3.644	3.39	-	-	2.263	-
Pot Cap-1 Maneuver	552	1010	-	0	1539	-
Stage 1	949	-	-	0	-	-
Stage 2	650	-	-	0	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	493	1010	-	-	1539	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	949	-	-	-	-	-
Stage 2	581	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	32.8	0	5.3			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	WBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	493	1010	1539	-	-
HCM Lane V/C Ratio	-	0.795	0.037	0.106	-	-
HCM Control Delay (s)	-	35.1	8.7	7.6	-	-
HCM Lane LOS	-	E	A	A	-	-
HCM 95th %ile Q(veh)	-	7.4	0.1	0.4	-	-

HCM 6th Signalized Intersection Summary
 5. I-95 SB On-Ramp/I-95 SB Off-Ramp & US 278

Build AM

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	595	52	609	436	0	0	0	0	478	0	118
Future Volume (veh/h)	0	595	52	609	436	0	0	0	0	478	0	118
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/m	0	1781	1707	1796	1737	0				1826	1826	1722
Adj Flow Rate, veh/h	0	717	0	692	495	0				520	0	0
Peak Hour Factor	0.83	0.83	0.83	0.88	0.88	0.88				0.92	0.92	0.92
Percent Heavy Veh, %	0	8	13	7	11	0				5	5	12
Cap, veh/h	0	849		737	2284	0				610	0	
Arrive On Green	0.00	0.25	0.00	0.37	0.69	0.00				0.18	0.00	0.00
Sat Flow, veh/h	0	3474	1447	1711	3387	0				3478	0	1459
Grp Volume(v), veh/h	0	717	0	692	495	0				520	0	0
Grp Sat Flow(s), veh/h/m	0	1692	1447	1711	1650	0				1739	0	1459
Q Serve(g_s), s	0.0	20.7	0.0	33.4	5.6	0.0				14.9	0.0	0.0
Cycle Q Clear(g_c), s	0.0	20.7	0.0	33.4	5.6	0.0				14.9	0.0	0.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	849		737	2284	0				610	0	
V/C Ratio(X)	0.00	0.84		0.94	0.22	0.00				0.85	0.00	
Avail Cap(c_a), veh/h	0	1003		882	2714	0				746	0	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	1.00	1.00	0.00				1.00	0.00	0.00
Uniform Delay (d), s/veh	0.0	36.5	0.0	22.7	5.7	0.0				47.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	6.1	0.0	16.2	0.1	0.0				8.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%), veh/m	0.0	8.8	0.0	15.0	1.5	0.0				6.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	0.0	42.7	0.0	38.9	5.8	0.0				49.4	0.0	0.0
LnGrp LOS	A	D		D	A	A				D	A	
Approach Vol, veh/h		717	A		1187						520	A
Approach Delay, s/veh		42.7			25.1						49.4	
Approach LOS		D			G						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	45.3	32.3		25.0		77.6						
Change Period (Y+Rc), s	7.4	6.6		7.0		6.6						
Max Green Setting (Gmax), s	46.6	30.4		22.0		84.4						
Max Q Clear Time (g_c+I), s	35.4	22.7		16.9		7.6						
Green Ext Time (p_c), s	2.5	3.1		1.1		4.1						

Intersection Summary

HCM 6th Ctrl Delay 35.5
 HCM 6th LOS D

Notes

User approved volume balancing among the lanes for turning movement.
 Unsignalized Delay for (EBR, SBR) is excluded from calculations of the approach delay and intersection delay.

8: I-95 NB Off-Ramp/I-95 NB On-Ramp & US 278

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑	↗			↘			
Traffic Vol, veh/h	33	1064	0	0	926	277	94	1	1147	0	0	0
Future Vol, veh/h	33	1064	0	0	926	277	94	1	1147	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	Yield	-	-	Free	-	-	None
Storage Length	245	-	-	-	-	280	-	-	0	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	16965	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	82	82	82	92	92	92	92	92	92
Heavy Vehicles, %	12	5	5	5	6	5	18	6	6	2	2	2
Mvmt Flow	39	1252	0	0	1129	338	102	1	1247	0	0	0

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	1129	0	0
Stage 1	-	-	1330
Stage 2	-	-	565
Critical Hdwy	4.34	-	7.16
Critical Hdwy Stg 1	-	-	6.16
Critical Hdwy Stg 2	-	-	6.16
Follow-up Hdwy	2.32	-	3.68
Pot Cap-1 Maneuver	560	0	51
Stage 1	-	0	184
Stage 2	-	0	490
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	560	-	47
Mov Cap-2 Maneuver	-	-	130
Stage 1	-	-	171
Stage 2	-	-	490

Approach	EB	WB	NB
HCM Control Delay, s	0.4	0	96.1
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	WBT	WBR
Capacity (veh/h)	130	-	560	-	-	-
HCM Lane V/C Ratio	0.794	-	0.669	-	-	-
HCM Control Delay (s)	96.1	0	11.9	-	-	-
HCM Lane LOS	F	A	B	-	-	-
HCM 95th %ile Q(veh)	4.8	-	0.2	-	-	-

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

Intersection						
Int Delay, s/veh	125.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖	↗	↘	↖
Traffic Vol, veh/h	224	41	500	422	59	329
Future Vol, veh/h	224	41	500	422	59	329
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	63	63	93	93	87	87
Heavy Vehicles, %	8	8	7	6	7	8
Mvmt Flow	356	65	538	454	68	378
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1279	765	0	0	992	0
Stage 1	765	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Critical Hdwy	6.48	6.28	-	-	4.17	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.372	-	-	2.263	-
Pot Cap-1 Maneuver	~ 178	394	-	-	678	-
Stage 1	449	-	-	-	-	-
Stage 2	588	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	~ 155	394	-	-	678	-
Mov Cap-2 Maneuver	~ 155	-	-	-	-	-
Stage 1	449	-	-	-	-	-
Stage 2	513	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s/551 [†]		0	1.7			
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBL1	WBL2	SBL	SBT
Capacity (veh/h)	-	-	155	394	678	-
HCM Lane V/C Ratio	-	-	2.294	0.165	0.1	-
HCM Control Delay (s)	-	-	649.1	15.9	10.9	0
HCM Lane LOS	-	-	F	C	B	A
HCM 95th %ile Q(veh)	-	-	29.6	0.6	0.3	-
Notes						
[†] Volume exceeds capacity [‡] Delay exceeds 300s [‡] Computation Not Defined [‡] All major volume in platoon						

Intersection						
Int Delay s/veh	2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↖		↘	↗
Traffic Vol, veh/h	8	31	309	25	104	205
Future Vol, veh/h	8	31	309	25	104	205
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	100	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	89	89	85	85
Heavy Vehicles, %	20	20	9	20	20	13
Mvmt Flow	9	34	347	28	122	241
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	846	361	0	0	375	0
Stage 1	361	-	-	-	-	-
Stage 2	485	-	-	-	-	-
Critical Hdwy	6.6	6.4	-	-	4.3	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
Pot Cap-1 Maneuver	310	645	-	-	1091	-
Stage 1	667	-	-	-	-	-
Stage 2	583	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	275	645	-	-	1091	-
Mov Cap-2 Maneuver	275	-	-	-	-	-
Stage 1	667	-	-	-	-	-
Stage 2	518	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.5	0	2.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	275	645	1091	-
HCM Lane V/C Ratio	-	-	0.032	0.053	0.112	-
HCM Control Delay (s)	-	-	18.5	10.9	8.7	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %tile Q (veh)	-	-	0.1	0.2	0.4	-

Intersection	
Int Delay, s/veh	36.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕			↕
Traffic Vol, veh/h	333	10	273	240	4	368
Future Vol, veh/h	333	10	273	240	4	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	150	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	83	83	90	90
Heavy Vehicles, %	3	3	5	4	8	10
Mvmt Flow	362	11	329	289	4	409

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	891	474	0
Stage 1	474	-	-
Stage 2	417	-	-
Critical Hdwy	6.43	6.23	-
Critical Hdwy Stg 1	5.43	-	-
Critical Hdwy Stg 2	5.43	-	-
Follow-up Hdwy	3.527	3.327	-
Pot Cap-1 Maneuver	~312	588	-
Stage 1	624	-	-
Stage 2	663	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	~310	588	-
Mov Cap-2 Maneuver	~310	-	-
Stage 1	624	-	-
Stage 2	659	-	-

Approach	WB	NB	SB
HCM Control Delay, s	137.3	0	0.1
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBL1	WBL2	SBL	SBT
Capacity (veh/h)	-	-	310	588	934	-
HCM Lane V/C Ratio	-	-	1.168	0.018	0.005	-
HCM Control Delay (s)	-	-	141.1	11.2	8.9	0
HCM Lane LOS	-	-	F	B	A	A
HCM 95th %ile Q(veh)	-	-	153	0.1	0	-

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

Intersection						
Int Delay, s/veh	26					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↘		↘	↗
Traffic Vol, veh/h	25	99	225	9	37	261
Future Vol, veh/h	25	99	225	9	37	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	80	80	94	94
Heavy Vehicles, %	20	20	3	20	20	9
Mvmt Flow	28	110	281	11	39	278
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	643	287	0	0	292	0
Stage 1	287	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Critical Hdwy	6.6	6.4	-	-	4.3	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.38	-
POT Cap-1 Maneuver	411	711	-	-	1174	-
Stage 1	722	-	-	-	-	-
Stage 2	671	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	397	711	-	-	1174	-
Mov Cap-2 Maneuver	397	-	-	-	-	-
Stage 1	722	-	-	-	-	-
Stage 2	649	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.7	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	397	711	1174	-
HCM Lane V/C Ratio	-	-	0.07	0.155	0.034	-
HCM Control Delay (s)	-	-	14.7	11	8.2	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %ile Q (veh)	-	-	0.2	0.5	0.1	-

Intersection

Int Delay, s/veh 2.6

Movement WBL WBR NBT NBR SBL SBT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑		↘	↑
Traffic Vol, veh/h	25	99	225	9	37	261
Future Vol, veh/h	25	99	225	9	37	261
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	80	80	94	94
Heavy Vehicles, %	20	20	3	20	20	9
Mvmt Flow	28	110	281	11	39	278

Major/Minor Minor1 Major1 Major2

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	643	287	0
Stage 1	287	-	-
Stage 2	356	-	-
Critical Hdwy	6.6	6.4	-
Critical Hdwy Stg 1	5.6	-	-
Critical Hdwy Stg 2	5.6	-	-
Follow-up Hdwy	3.68	3.48	-
Pot Cap-1 Maneuver	411	711	-
Stage 1	722	-	-
Stage 2	671	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	397	711	-
Mov Cap-2 Maneuver	397	-	-
Stage 1	722	-	-
Stage 2	649	-	-

Approach WB NB SB

Approach	WB	NB	SB
HCM Control Delay, s	11.7	0	1
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBL1TWBLn2 SBL SBT

Minor Lane/Major Mvmt	NBT	NBRWBL1TWBLn2	SBL	SBT
Capacity (veh/h)	-	397	711	1174
HCM Lane V/C Ratio	-	0.07	0.155	0.034
HCM Control Delay (s)	-	14.7	11	8.2
HCM Lane LOS	-	B	B	A
HCM 95th %ile Q(veh)	-	0.2	0.5	0.1

Intersection						
Int Delay s/veh	2.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↕		↘	↗
Traffic Vol. veh/h	25	99	315	9	37	273
Future Vol. veh/h	25	99	315	9	37	273
Conflicting Peds. #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	90	90	80	80	94	94
Heavy Vehicles, %	20	20	3	20	20	9
Mvmt Flow	28	110	394	11	39	290
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	768	400	0	0	405	0
Stage 1	400	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Critical Hdwy	6.6	6.4	-	-	4.3	-
Critical Hdwy Stg 1	5.6	-	-	-	-	-
Critical Hdwy Stg 2	5.6	-	-	-	-	-
Follow-up Hdwy	3.68	3.48	-	-	2.36	-
Pot Cap-1 Maneuver	345	613	-	-	1063	-
Stage 1	640	-	-	-	-	-
Stage 2	562	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	332	613	-	-	1063	-
Mov Cap-2 Maneuver	332	-	-	-	-	-
Stage 1	640	-	-	-	-	-
Stage 2	638	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	13.1	0	1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBR/WBLn1	WBLn2	SBL	SBT	
Capacity (veh/h)	-	-	332	613	1063	-
HCM Lane V/C Ratio	-	-	0.084	0.179	0.337	-
HCM Control Delay (s)	-	-	16.8	12.2	8.5	-
HCM Lane LOS	-	-	C	B	A	-
HCM 95th %ile Q(veh)	-	-	0.3	0.6	0.1	-