

Lanes, Volumes, Timings

Background AM

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	3	1	8	1	27	3	258	1	31	328	144
Future Volume (vph)	106	3	1	8	1	27	3	258	1	31	328	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-5%			5%	
Storage Length (ft)	175		175	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.898			0.999				0.850
Flt Protected	0.950	0.955			0.989		0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	0	1627	0	1814	3624	0	1725	3451	1544
Flt Permitted	0.950	0.955			0.989		0.546			0.560		
Satd. Flow (perm)	1681	1690	1583	0	1624	0	1042	3624	0	1017	3451	1544
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			220									214
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		477			805			1342			907	
Travel Time (s)		13.0			22.0			26.1			17.7	
Confl. Peds. (#/hr)				10		10						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	110	3	1	8	1	28	3	269	1	32	342	150
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	56	57	1	0	37	0	3	270	0	32	342	150
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		4	4		1	6		5	2	
Permitted Phases			7				6			2		2
Detector Phase	7	7	7	4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		4.0	7.0		4.0	7.0	7.0
Minimum Split (s)	12.5	12.5	12.5	26.0	26.0		8.2	12.9		8.2	12.9	12.9
Total Split (s)	15.5	15.5	15.5	26.0	26.0		10.2	14.3		10.2	14.3	14.3
Total Split (%)	22.1%	22.1%	22.1%	37.1%	37.1%		14.6%	20.4%		14.6%	20.4%	20.4%
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0		3.2	3.5		3.2	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.0		4.2	5.9		4.2	5.9	5.9
Lead/Lag				Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	7.7	7.7	7.7		9.8		42.1	39.8		43.9	42.1	42.1
Actuated g/C Ratio	0.11	0.11	0.11		0.14		0.60	0.57		0.63	0.60	0.60
v/c Ratio	0.30	0.31	0.00		0.16		0.00	0.13		0.05	0.16	0.15
Control Delay	32.9	33.0	0.0		25.7		13.0	14.7		11.7	12.9	2.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.9	33.0	0.0		25.7		13.0	14.7		11.7	12.9	2.0
LOS	C	C	A		C		B	B		B	B	A
Approach Delay		32.6			25.7			14.6			9.7	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Background AM
07/05/2022

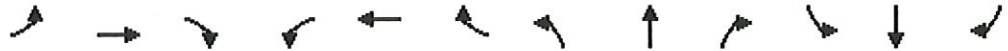
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	6%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings

Background AM

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		C			C			B			A	
Stops (vph)	50	50	0		31		4	146		17	171	8
Fuel Used(gal)	1	1	0		1		0	4		0	4	1
CO Emissions (g/hr)	54	55	0		39		5	306		28	300	74
NOx Emissions (g/hr)	11	11	0		8		1	60		6	58	14
VOC Emissions (g/hr)	13	13	0		9		1	71		7	70	17
Dilemma Vehicles (#)	0	0	0		0		0	17		0	21	0
Queue Length 50th (ft)	24	24	0		15		1	25		5	34	0
Queue Length 95th (ft)	55	56	0		31		6	95		28	115	20
Internal Link Dist (ft)		397			725			1262			827	
Turn Bay Length (ft)	175		175									
Base Capacity (vph)	240	241	414		488		702	2062		699	2073	1013
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.23	0.24	0.00		0.08		0.00	0.13		0.05	0.16	0.15

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 15 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 14.5

Intersection LOS: B

Intersection Capacity Utilization 37.7%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Route 32 & Home Depot Driveway/Occum Ln

Ø1	Ø2 (R)	Ø3	Ø4	Ø7
10.2 s	14.3 s	4 s	26 s	15.5 s
Ø5	Ø6 (R)			
10.2 s	14.3 s			

Lane Group	Ø3
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

1: Route 32 & Home Depot Driveway/Occum Ln

Background PM

07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	306	8	26	16	8	41	10	409	6	82	379	288
Future Volume (vph)	306	8	26	16	8	41	10	409	6	82	379	288
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-5%			5%	
Storage Length (ft)	175		175	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.915			0.998				0.850
Flt Protected	0.950	0.955			0.988		0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	0	1658	0	1814	3620	0	1725	3451	1544
Flt Permitted	0.950	0.955			0.988		0.519			0.437		
Satd. Flow (perm)	1681	1690	1583	0	1654	0	991	3620	0	794	3451	1544
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			171					1				300
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		477			805			1342			907	
Travel Time (s)		13.0			22.0			26.1			17.7	
Confl. Peds. (#/hr)				10		10						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	319	8	27	17	8	43	10	426	6	85	395	300
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	163	164	27	0	68	0	10	432	0	85	395	300
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		4	4		1	6		5	2	
Permitted Phases			7				6			2		2
Detector Phase	7	7	7	4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		4.0	15.0		4.0	15.0	15.0
Minimum Split (s)	12.5	12.5	12.5	26.0	26.0		8.2	20.9		8.2	20.9	20.9
Total Split (s)	27.5	27.5	27.5	26.0	26.0		10.2	22.3		10.2	22.3	22.3
Total Split (%)	30.6%	30.6%	30.6%	28.9%	28.9%		11.3%	24.8%		11.3%	24.8%	24.8%
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0		3.2	3.5		3.2	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.0		4.2	5.9		4.2	5.9	5.9
Lead/Lag				Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	13.3	13.3	13.3		10.3		48.2	43.0		53.1	49.7	49.7
Actuated g/C Ratio	0.15	0.15	0.15		0.11		0.54	0.48		0.59	0.55	0.55
v/c Ratio	0.66	0.66	0.07		0.36		0.02	0.25		0.16	0.21	0.30
Control Delay	48.2	48.2	0.3		40.1		14.8	19.4		13.5	15.1	4.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	48.2	48.2	0.3		40.1		14.8	19.4		13.5	15.1	4.0
LOS	D	D	A		D		B	B		B	B	A
Approach Delay		44.6			40.1			19.3			10.7	

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	4%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings

Background PM

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022

	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			B			B		
Stops (vph)	143	144	0		56		8	259		41	203	31
Fuel Used(gal)	3	3	0		1		0	8		1	5	2
CO Emissions (g/hr)	190	191	8		83		13	532		75	362	165
NOx Emissions (g/hr)	37	37	1		16		3	103		15	70	32
VOC Emissions (g/hr)	44	44	2		19		3	123		17	84	38
Dilemma Vehicles (#)	0	0	0		0		0	23		0	21	0
Queue Length 50th (ft)	93	93	0		38		2	73		18	50	0
Queue Length 95th (ft)	149	149	0		66		15	171		66	150	64
Internal Link Dist (ft)	397			725			1262			827		
Turn Bay Length (ft)	175		175									
Base Capacity (vph)	410	413	516		386		599	1729		537	1906	987
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.40	0.40	0.05		0.18		0.02	0.25		0.16	0.21	0.30

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 21.5

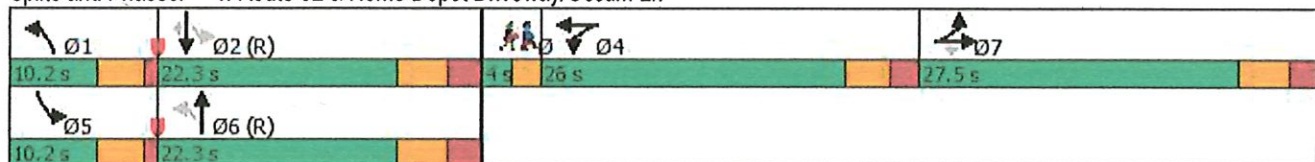
Intersection LOS: C

Intersection Capacity Utilization 45.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Route 32 & Home Depot Driveway/Occum Ln



Lane Group	Ø3
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

Background SAT

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	11	24	26	17	62	18	376	4	77	369	251
Future Volume (vph)	242	11	24	26	17	62	18	376	4	77	369	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-5%			5%	
Storage Length (ft)	175		175	0		0	0		0	0		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.920			0.998				0.850
Flt Protected	0.950	0.956			0.988		0.950			0.950		
Satd. Flow (prot)	1681	1692	1583	0	1667	0	1814	3620	0	1725	3451	1544
Flt Permitted	0.950	0.956			0.988		0.487			0.419		
Satd. Flow (perm)	1681	1692	1583	0	1662	0	930	3620	0	761	3451	1544
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			154					1				314
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		477			805			1342			907	
Travel Time (s)		13.0			22.0			26.1			17.7	
Confl. Peds. (#/hr)				10		10						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	303	14	30	33	21	78	23	470	5	96	461	314
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	158	159	30	0	132	0	23	475	0	96	461	314
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		4	4		1	6		5	2	
Permitted Phases			7				6			2		2
Detector Phase	7	7	7	4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		4.0	15.0		4.0	15.0	15.0
Minimum Split (s)	12.5	12.5	12.5	26.0	26.0		8.2	20.9		8.2	20.9	20.9
Total Split (s)	27.5	27.5	27.5	26.0	26.0		10.2	32.3		10.2	32.3	32.3
Total Split (%)	27.5%	27.5%	27.5%	26.0%	26.0%		10.2%	32.3%		10.2%	32.3%	32.3%
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0		3.2	3.5		3.2	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.0		4.2	5.9		4.2	5.9	5.9
Lead/Lag				Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	13.9	13.9	13.9		12.7		53.0	47.4		57.1	52.3	52.3
Actuated g/C Ratio	0.14	0.14	0.14		0.13		0.53	0.47		0.57	0.52	0.52
v/c Ratio	0.68	0.68	0.09		0.63		0.04	0.28		0.19	0.26	0.33
Control Delay	54.7	54.6	0.5		53.3		13.8	19.8		13.6	17.2	4.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.7	54.6	0.5		53.3		13.8	19.8		13.6	17.2	4.0
LOS	D	D	A		D		B	B		B	B	A
Approach Delay		49.9			53.3			19.6			12.0	

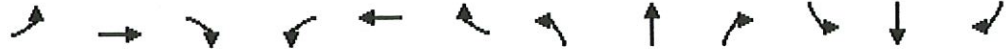
Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	4%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings

Background SAT

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			B			B		
Stops (vph)	116	117	0		97		11	235		38	210	24
Fuel Used(gal)	2	2	0		2		0	7		1	5	2
CO Emissions (g/hr)	165	166	7		157		22	488		70	369	142
NOx Emissions (g/hr)	32	32	1		31		4	95		14	72	28
VOC Emissions (g/hr)	38	38	2		36		5	113		16	86	33
Dilemma Vehicles (#)	0	0	0		0		0	19		0	18	0
Queue Length 50th (ft)	102	103	0		82		6	92		24	70	0
Queue Length 95th (ft)	141	141	0		113		22	160		63	153	37
Internal Link Dist (ft)	397			725			1262			827		
Turn Bay Length (ft)	175			175								
Base Capacity (vph)	369	372	468		350		554	1717		499	1805	957
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.43	0.06		0.38		0.04	0.28		0.19	0.26	0.33

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 7 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 24.1

Intersection LOS: C

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Route 32 & Home Depot Driveway/Occum Ln

Ø1	Ø2 (R)	Ø4	Ø7
10.2 s	32.3 s	4 s 26 s	27.5 s
Ø5	Ø6 (R)		
10.2 s	32.3 s		

Lane Group	Ø3
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Combined AM
07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	3	1	8	1	27	3	322	1	31	392	144
Future Volume (vph)	106	3	1	8	1	27	3	322	1	31	392	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-5%			5%	
Storage Length (ft)	175		175	0		0	0		0	150		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.898							0.850
Flt Protected	0.950	0.955			0.989		0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	0	1627	0	1814	3628	0	1725	3451	1544
Flt Permitted	0.950	0.955			0.989		0.512			0.526		
Satd. Flow (perm)	1681	1690	1583	0	1624	0	978	3628	0	955	3451	1544
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			220									214
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		477			805			1342			331	
Travel Time (s)		13.0			22.0			26.1			6.4	
Confl. Peds. (#/hr)				10		10						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	110	3	1	8	1	28	3	335	1	32	408	150
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	56	57	1	0	37	0	3	336	0	32	408	150
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		4	4		1	6		5	2	
Permitted Phases			7				6			2		2
Detector Phase	7	7	7	4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		4.0	7.0		4.0	7.0	7.0
Minimum Split (s)	12.5	12.5	12.5	26.0	26.0		8.2	12.9		8.2	12.9	12.9
Total Split (s)	15.5	15.5	15.5	26.0	26.0		10.2	14.3		10.2	14.3	14.3
Total Split (%)	22.1%	22.1%	22.1%	37.1%	37.1%		14.6%	20.4%		14.6%	20.4%	20.4%
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0		3.2	3.5		3.2	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.0		4.2	5.9		4.2	5.9	5.9
Lead/Lag				Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effct Green (s)	7.7	7.7	7.7		9.8		42.1	39.8		43.9	42.1	42.1
Actuated g/C Ratio	0.11	0.11	0.11		0.14		0.60	0.57		0.63	0.60	0.60
v/c Ratio	0.30	0.31	0.00		0.16		0.00	0.16		0.05	0.20	0.15
Control Delay	32.9	33.0	0.0		25.7		13.0	15.7		11.7	14.0	2.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.9	33.0	0.0		25.7		13.0	15.7		11.7	14.0	2.0
LOS	C	C	A		C		B	B		B	B	A
Approach Delay		32.6			25.7			15.6			10.8	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Combined AM

07/05/2022

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	6%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effect Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Combined AM

07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	C			C			B			B		
Stops (vph)	50	50	0		31		4	167		17	188	8
Fuel Used (gal)	1	1	0		1		0	5		0	3	0
CO Emissions (g/hr)	54	55	0		39		5	379		19	242	32
NOx Emissions (g/hr)	11	11	0		8		1	74		4	47	6
VOC Emissions (g/hr)	13	13	0		9		1	88		4	56	8
Dilemma Vehicles (#)	0	0	0		0		0	20		0	24	0
Queue Length 50th (ft)	24	24	0		15		1	33		5	41	0
Queue Length 95th (ft)	55	56	0		31		6	#134		28	#156	20
Internal Link Dist (ft)	397			725			1262			251		
Turn Bay Length (ft)	175		175							150		
Base Capacity (vph)	240	241	414		488		668	2065		665	2073	1013
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.23	0.24	0.00		0.08		0.00	0.16		0.05	0.20	0.15

Intersection Summary

Area Type: Other

Cycle Length: 70

Actuated Cycle Length: 70

Offset: 15 (21%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.31

Intersection Signal Delay: 15.1

Intersection LOS: B

Intersection Capacity Utilization 39.5%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: Route 32 & Home Depot Driveway/Occum Ln

 Ø1	 Ø2 (R)	 Ø3	 Ø4	 Ø7
10.2 s	14.3 s	4 s	26 s	15.5 s
 Ø5	 Ø6 (R)			
10.2 s	14.3 s			

Lane Group	Ø3
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

Combined PM

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	309	8	26	16	8	41	10	466	6	83	437	291
Future Volume (vph)	309	8	26	16	8	41	10	466	6	83	437	291
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-5%			5%	
Storage Length (ft)	175		175	0		0	0		0	150		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.915			0.998				0.850
Flt Protected	0.950	0.955			0.988		0.950			0.950		
Satd. Flow (prot)	1681	1690	1583	0	1658	0	1814	3620	0	1725	3451	1544
Flt Permitted	0.950	0.955			0.988		0.490			0.400		
Satd. Flow (perm)	1681	1690	1583	0	1654	0	936	3620	0	726	3451	1544
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			171					1				303
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		477			805			1342			331	
Travel Time (s)		13.0			22.0			26.1			6.4	
Confl. Peds. (#/hr)				10		10						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	322	8	27	17	8	43	10	485	6	86	455	303
Shared Lane Traffic (%)	49%											
Lane Group Flow (vph)	164	166	27	0	68	0	10	491	0	86	455	303
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		4	4		1	6		5	2	
Permitted Phases			7				6			2		2
Detector Phase	7	7	7	4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		4.0	15.0		4.0	15.0	15.0
Minimum Split (s)	12.5	12.5	12.5	26.0	26.0		8.2	20.9		8.2	20.9	20.9
Total Split (s)	27.5	27.5	27.5	26.0	26.0		10.2	22.3		10.2	22.3	22.3
Total Split (%)	30.6%	30.6%	30.6%	28.9%	28.9%		11.3%	24.8%		11.3%	24.8%	24.8%
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0		3.2	3.5		3.2	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.0		4.2	5.9		4.2	5.9	5.9
Lead/Lag				Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effect Green (s)	13.3	13.3	13.3		10.3		48.1	42.9		53.1	49.7	49.7
Actuated g/C Ratio	0.15	0.15	0.15		0.11		0.53	0.48		0.59	0.55	0.55
v/c Ratio	0.66	0.66	0.07		0.36		0.02	0.28		0.17	0.24	0.31
Control Delay	48.2	48.4	0.3		40.1		14.8	19.8		13.6	15.3	4.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	48.2	48.4	0.3		40.1		14.8	19.8		13.6	15.3	4.0
LOS	D	D	A		D		B	B		B	B	A
Approach Delay		44.7			40.1			19.7			11.1	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

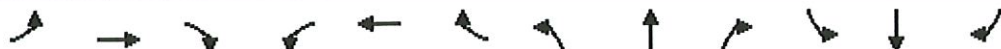
Combined PM
07/05/2022

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	4%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Combined PM

07/05/2022



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			B			B		
Stops (vph)	144	144	0		56		8	297		42	238	31
Fuel Used (gal)	3	3	0		1		0	9		1	4	1
CO Emissions (g/hr)	191	193	8		83		13	608		52	293	82
NOx Emissions (g/hr)	37	38	1		16		3	118		10	57	16
VOC Emissions (g/hr)	44	45	2		19		3	141		12	68	19
Dilemma Vehicles (#)	0	0	0		0		0	26		0	24	0
Queue Length 50th (ft)	93	95	0		38		2	85		19	60	0
Queue Length 95th (ft)	150	151	0		66		15	195		67	173	65
Internal Link Dist (ft)	397			725			1262			251		
Turn Bay Length (ft)	175		175							150		
Base Capacity (vph)	410	413	516		386		572	1726		502	1904	987
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.40	0.40	0.05		0.18		0.02	0.28		0.17	0.24	0.31

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 81 (90%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 21.4

Intersection LOS: C

Intersection Capacity Utilization 46.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Route 32 & Home Depot Driveway/Occum Ln

Ø1	Ø2 (R)	Ø3	Ø4	Ø7
10.2 s	22.3 s	4 s	26 s	27.5 s
Ø5	Ø6 (R)			
10.2 s	22.3 s			

Lane Group	Ø3
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

Lanes, Volumes, Timings

Combined SAT

1: Route 32 & Home Depot Driveway/Occum Ln

07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	242	11	24	26	17	62	18	421	4	77	414	251
Future Volume (vph)	242	11	24	26	17	62	18	421	4	77	414	251
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Grade (%)		0%			0%			-5%			5%	
Storage Length (ft)	175		175	0		0	0		0	150		0
Storage Lanes	1		1	0		0	1		0	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.95	0.95	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	1.00
Ped Bike Factor					0.98							
Frt			0.850		0.920			0.999				0.850
Flt Protected	0.950	0.956			0.988		0.950			0.950		
Satd. Flow (prot)	1681	1692	1583	0	1667	0	1814	3624	0	1725	3451	1544
Flt Permitted	0.950	0.956			0.988		0.459			0.385		
Satd. Flow (perm)	1681	1692	1583	0	1662	0	876	3624	0	699	3451	1544
Right Turn on Red			Yes			No			Yes			Yes
Satd. Flow (RTOR)			154					1				314
Link Speed (mph)		25			25			35			35	
Link Distance (ft)		477			805			1342			331	
Travel Time (s)		13.0			22.0			26.1			6.4	
Confl. Peds. (#/hr)				10		10						
Peak Hour Factor	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
Adj. Flow (vph)	303	14	30	33	21	78	23	526	5	96	518	314
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	158	159	30	0	132	0	23	531	0	96	518	314
Turn Type	Split	NA	Perm	Split	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases	7	7		4	4		1	6		5	2	
Permitted Phases			7				6			2		2
Detector Phase	7	7	7	4	4		1	6		5	2	2
Switch Phase												
Minimum Initial (s)	7.0	7.0	7.0	7.0	7.0		4.0	15.0		4.0	15.0	15.0
Minimum Split (s)	12.5	12.5	12.5	26.0	26.0		8.2	20.9		8.2	20.9	20.9
Total Split (s)	27.5	27.5	27.5	26.0	26.0		10.2	32.3		10.2	32.3	32.3
Total Split (%)	27.5%	27.5%	27.5%	26.0%	26.0%		10.2%	32.3%		10.2%	32.3%	32.3%
Yellow Time (s)	3.5	3.5	3.5	3.0	3.0		3.2	3.5		3.2	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0		1.0	2.4		1.0	2.4	2.4
Lost Time Adjust (s)	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5		5.0		4.2	5.9		4.2	5.9	5.9
Lead/Lag				Lag	Lag		Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?												
Recall Mode	None	None	None	None	None		None	C-Max		None	C-Max	C-Max
Act Effect Green (s)	13.9	13.9	13.9		12.7		53.0	47.4		57.1	52.3	52.3
Actuated g/C Ratio	0.14	0.14	0.14		0.13		0.53	0.47		0.57	0.52	0.52
v/c Ratio	0.68	0.68	0.09		0.63		0.05	0.31		0.21	0.29	0.33
Control Delay	54.7	54.6	0.5		53.3		13.9	20.2		13.8	17.5	4.0
Queue Delay	0.0	0.0	0.0		0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	54.7	54.6	0.5		53.3		13.9	20.2		13.8	17.5	4.0
LOS	D	D	A		D		B	C		B	B	A
Approach Delay		49.9			53.3			19.9			12.5	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Combined SAT
07/05/2022

Lane Group	Ø3
Lane Configurations	
Traffic Volume (vph)	
Future Volume (vph)	
Ideal Flow (vphpl)	
Grade (%)	
Storage Length (ft)	
Storage Lanes	
Taper Length (ft)	
Lane Util. Factor	
Ped Bike Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Right Turn on Red	
Satd. Flow (RTOR)	
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Confl. Peds. (#/hr)	
Peak Hour Factor	
Adj. Flow (vph)	
Shared Lane Traffic (%)	
Lane Group Flow (vph)	
Turn Type	
Protected Phases	3
Permitted Phases	
Detector Phase	
Switch Phase	
Minimum Initial (s)	2.0
Minimum Split (s)	4.0
Total Split (s)	4.0
Total Split (%)	4%
Yellow Time (s)	2.0
All-Red Time (s)	0.0
Lost Time Adjust (s)	
Total Lost Time (s)	
Lead/Lag	Lead
Lead-Lag Optimize?	
Recall Mode	None
Act Effct Green (s)	
Actuated g/C Ratio	
v/c Ratio	
Control Delay	
Queue Delay	
Total Delay	
LOS	
Approach Delay	

Lanes, Volumes, Timings
1: Route 32 & Home Depot Driveway/Occum Ln

Combined SAT
07/05/2022

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS	D			D			B			B		
Stops (vph)	116	117	0		97		11	267		38	239	24
Fuel Used(gal)	2	2	0		2		0	8		1	4	1
CO Emissions (g/hr)	165	166	7		157		22	550		48	298	69
NOx Emissions (g/hr)	32	32	1		31		4	107		9	58	13
VOC Emissions (g/hr)	38	38	2		36		5	128		11	69	16
Dilemma Vehicles (#)	0	0	0		0		0	21		0	21	0
Queue Length 50th (ft)	102	103	0		82		6	105		24	80	0
Queue Length 95th (ft)	141	141	0		113		22	179		63	172	37
Internal Link Dist (ft)	397			725			1262			251		
Turn Bay Length (ft)	175		175							150		
Base Capacity (vph)	369	372	468		350		528	1718		467	1805	957
Starvation Cap Reductn	0	0	0		0		0	0		0	0	0
Spillback Cap Reductn	0	0	0		0		0	0		0	0	0
Storage Cap Reductn	0	0	0		0		0	0		0	0	0
Reduced v/c Ratio	0.43	0.43	0.06		0.38		0.04	0.31		0.21	0.29	0.33

Intersection Summary

Area Type: Other

Cycle Length: 100

Actuated Cycle Length: 100

Offset: 7 (7%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 24.0

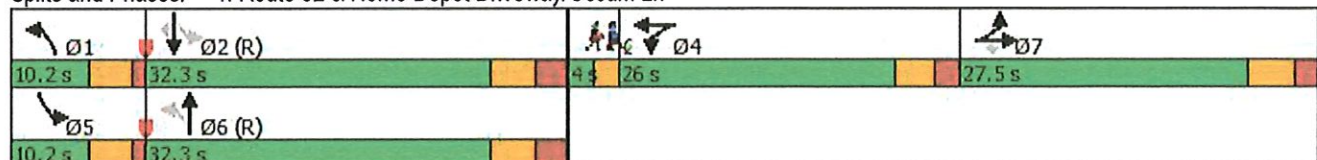
Intersection LOS: C

Intersection Capacity Utilization 43.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 1: Route 32 & Home Depot Driveway/Occum Ln



Lane Group	Ø3
Approach LOS	
Stops (vph)	
Fuel Used(gal)	
CO Emissions (g/hr)	
NOx Emissions (g/hr)	
VOC Emissions (g/hr)	
Dilemma Vehicles (#)	
Queue Length 50th (ft)	
Queue Length 95th (ft)	
Internal Link Dist (ft)	
Turn Bay Length (ft)	
Base Capacity (vph)	
Starvation Cap Reductn	
Spillback Cap Reductn	
Storage Cap Reductn	
Reduced v/c Ratio	
Intersection Summary	

HCM 6th TWSC
2: Route 32 & Site Driveway

Combined AM
07/05/2022

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗	↘	↑↑	↑↑	↗
Traffic Vol, veh/h	0	95	32	423	472	63
Future Vol, veh/h	0	95	32	423	472	63
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	75	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	5	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	99	33	441	492	66
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	-	246	558	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.94	4.14	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	0	754	1009	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	754	1009	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.5	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1009	-	754	-	-	
HCM Lane V/C Ratio	0.033	-	0.131	-	-	
HCM Control Delay (s)	8.7	-	10.5	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.5	-	-	

HCM 6th TWSC
2: Route 32 & Site Driveway

Combined PM
07/05/2022

Intersection

Int Delay, s/veh 0.7

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	7	↑↑	↑↑	7
Traffic Vol, veh/h	0	84	28	788	727	55
Future Vol, veh/h	0	84	28	788	727	55
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	75	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	91	30	857	790	60

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	395	850
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	604	784
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	604	784
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT EBLn1	SBT	SBR
Capacity (veh/h)	784	-	604	-
HCM Lane V/C Ratio	0.039	-	0.151	-
HCM Control Delay (s)	9.8	-	12	-
HCM Lane LOS	A	-	B	-
HCM 95th %tile Q(veh)	0.1	-	0.5	-

HCM 6th TWSC
2: Route 32 & Site Driveway

Combined SAT
07/05/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		7	7	↑↑	↑↑	7
Traffic Vol, veh/h	0	70	25	700	672	48
Future Vol, veh/h	0	70	25	700	672	48
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	75	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	-5	5	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	76	27	761	730	52

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	365	782
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.94	4.14
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.32	2.22
Pot Cap-1 Maneuver	0	632	832
Stage 1	0	-	-
Stage 2	0	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	632	832
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	832	-	632	-	-
HCM Lane V/C Ratio	0.033	-	0.12	-	-
HCM Control Delay (s)	9.5	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-