



Northeastern Indiana Regional Coordinating Council
200 East Berry St, Suite 230

Location: 41.113224, -
85.061036

Fort Wayne, Indiana, United States 46802
260.449.7309

Count Name: Maplecrest
Rd / Trier Rd
Site Code:
Start Date: 12/17/2024
Page No: 1

Turning Movement Data

Start Time	Trier Rd Westbound						Trier Rd Eastbound						Maplecrest Rd Southbound						Maplecrest Rd Northbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
6:00 AM	8	15	3	0	0	26	6	10	10	0	0	26	0	56	6	0	0	62	8	31	0	0	0	39	153
6:15 AM	11	12	5	0	1	28	5	12	10	0	1	27	3	89	4	0	1	96	11	40	3	0	0	54	205
6:30 AM	14	30	11	0	0	55	5	13	12	0	0	30	5	117	10	0	0	132	16	51	4	0	0	71	288
6:45 AM	21	65	11	0	0	97	8	31	21	0	0	60	12	94	20	0	0	126	33	82	6	0	0	121	404
Hourly Total	54	122	30	0	1	206	24	66	53	0	1	143	20	356	40	0	1	416	68	204	13	0	0	285	1050
7:00 AM	15	74	18	0	0	107	15	34	16	0	0	65	9	116	29	0	0	154	30	90	4	0	0	124	450
7:15 AM	20	76	18	0	0	114	27	47	15	0	0	89	14	109	47	0	0	170	26	83	9	0	0	118	491
7:30 AM	26	72	23	0	0	121	45	41	21	0	0	107	34	163	69	0	0	266	25	103	5	0	0	133	627
7:45 AM	23	58	19	0	0	100	33	51	28	0	0	112	29	158	33	0	0	220	36	125	15	0	0	176	608
Hourly Total	84	280	78	0	0	442	120	173	80	0	0	373	86	546	178	0	0	810	117	401	33	0	0	551	2176
8:00 AM	9	31	19	0	0	59	15	18	20	0	0	53	12	118	19	0	0	149	21	128	8	0	0	157	418
8:15 AM	12	40	12	0	0	64	13	34	12	0	0	59	29	112	7	0	0	148	17	85	27	0	0	129	400
8:30 AM	10	42	20	0	0	72	15	56	25	0	0	96	27	116	11	0	0	154	18	134	24	0	0	176	498
8:45 AM	26	51	20	0	0	97	10	30	17	0	0	57	16	121	14	0	0	151	21	128	11	0	0	160	465
Hourly Total	57	164	71	0	0	292	53	138	74	0	0	265	84	467	51	0	0	602	77	475	70	0	0	622	1781
9:00 AM	9	14	8	0	0	31	21	23	21	0	0	65	5	98	9	0	0	112	14	108	6	0	0	128	336
9:15 AM	5	17	8	0	0	30	17	12	11	0	0	40	6	92	7	0	0	105	11	106	5	0	0	122	297
9:30 AM	8	28	5	0	1	41	12	15	12	0	0	39	6	90	12	0	0	108	16	84	2	0	0	102	290
9:45 AM	5	27	6	0	0	38	5	18	11	0	0	34	8	103	8	0	0	119	15	98	2	0	0	115	306
Hourly Total	27	86	27	0	1	140	55	68	55	0	0	178	25	383	36	0	0	444	56	396	15	0	0	467	1229
10:00 AM	8	26	12	0	0	46	14	15	14	0	1	43	5	93	12	0	0	110	13	90	4	1	0	108	307
10:15 AM	5	29	10	0	1	44	17	15	11	0	0	43	2	99	10	0	0	111	13	102	5	0	0	120	318
10:30 AM	3	22	6	0	0	31	14	19	11	0	0	44	9	114	14	0	0	137	19	124	3	0	0	146	358
10:45 AM	4	24	8	0	0	36	17	20	20	0	0	57	9	116	12	0	0	137	16	111	6	0	0	133	363
Hourly Total	20	101	36	0	1	157	62	69	56	0	1	187	25	422	48	0	0	495	61	427	18	1	0	507	1346
11:00 AM	7	20	9	0	0	36	12	31	17	0	0	60	9	130	7	0	0	146	21	95	8	0	0	124	366
11:15 AM	9	20	11	0	0	40	12	34	10	0	0	56	15	145	16	0	0	176	11	118	10	0	0	139	411
11:30 AM	9	29	26	0	0	64	8	22	13	0	0	43	12	97	6	0	0	115	15	132	5	0	0	152	374
11:45 AM	7	31	14	0	0	52	20	14	22	0	0	56	17	119	15	0	0	151	9	128	8	0	0	145	404
Hourly Total	32	100	60	0	0	192	52	101	62	0	0	215	53	491	44	0	0	588	56	473	31	0	0	560	1555
12:00 PM	8	22	15	0	0	45	17	28	21	0	1	66	15	141	15	0	0	171	20	110	6	0	0	136	418
12:15 PM	8	20	11	0	0	39	15	31	19	0	1	65	22	120	18	0	0	160	16	140	12	0	0	168	432
12:30 PM	8	21	8	0	0	37	13	18	16	0	0	47	6	136	12	0	0	154	13	136	6	0	1	155	393
12:45 PM	10	24	12	0	0	46	12	31	21	0	0	64	17	146	16	0	0	179	15	128	6	0	0	149	438
Hourly Total	34	87	46	0	0	167	57	108	77	0	2	242	60	543	61	0	0	664	64	514	30	0	1	608	1681
1:00 PM	8	13	5	0	0	26	15	29	10	0	1	54	12	121	14	0	0	147	18	127	9	0	0	154	381
1:15 PM	6	23	8	0	0	37	17	27	20	0	1	64	12	135	8	0	0	155	14	115	12	0	1	141	397
1:30 PM	8	22	14	0	1	44	6	19	10	0	0	35	15	127	16	0	0	158	13	128	7	0	0	148	385
1:45 PM	6	18	5	0	0	29	13	22	18	0	0	53	8	144	12	0	0	164	20	146	2	0	0	168	414
Hourly Total	28	76	32	0	1	136	51	97	58	0	2	206	47	527	50	0	0	624	65	516	30	0	1	611	1577
2:00 PM	10	28	3	0	0	41	13	19	14	0	0	46	17	130	15	0	0	162	12	128	6	0	0	146	395
2:15 PM	7	33	14	0	0	54	11	35	14	0	0	60	16	156	11	0	0	183	21	133	12	0	0	166	463
2:30 PM	13	68	12	0	0	93	21	53	30	0	0	104	25	152	36	0	0	213	28	121	17	0	0	166	576
2:45 PM	17	60	16	0	1	93	22	60	24	0	0	106	22	142	51	0	2	215	41	178	19	0	0	238	652
Hourly Total	47	189	45	0	1	281	67	167	82	0	0	316	80	580	113	0	2	773	102	560	54	0	0	716	2086
3:00 PM	13	35	21	0	0	69	66	64	35	0	0	165	38	153	16	0	0	207	20	162	20	0	0	202	643
3:15 PM	19	37	27	0	0	83	53	88	30	0	0	171	25	156	14	0	0	195	20	181	22	0	0	223	672
3:30 PM	16	40	20	0	0	76	30	54	32	0	0	116	33	158	29	0	0	220	36	190	25	0	0	251	663
3:45 PM	23	41	21	0	0	85	22	52	38	0	0	112	20	149	20	0	1	189	25	174	16	0	0	215	601
Hourly Total	71	153	89	0	0	313	171	258	135	0	0	564	116	616	79	0	1	811	101	707	83	0	0	891	2579
4:00 PM	12	37	18	0	0	67	27	41	34	0	0	102	20	169	22	0	0	211	30	160	15	0	0	205	585
4:15 PM	14	39	12	0	0	65	27	37	27	0	0	91	27	183	41	0	0	251	23	170	19	0	0	212	619
4:30 PM	16	30	16	0	0	62	27	44	29	0	0	100	23	156	35	0	0	214	28	162	14	0	0	204	580
4:45 PM	11	35	17	0	0	63	26	49	29	0	3	104	26	165	30	0	0	221	30	158	13	0	0	201	589
Hourly Total	53	141	63	0	0	257	107	171	119	0	3	397	96	673	128	0	0	897	111	650	61	0	0	822	2373
5:00 PM	9	37	28	0	0	74	29	57	26	0	0	112	26	177	27	0	0	230	23	175	21	0	0	219	635
5:15 PM	15	39	16	0	1	70	19	69	31	0	0	119	23	188	24	0	0	235	29	220	18	0	0	267	691
5:30 PM	14	35	21	0	0	70	22	80	28	0	0	130	34	169	15	0	0	218	30	160	20	0	0	210	628
5:45 PM	13	42	9	0	0	64	21	53	31	0	0	105	34	157	21	0	0	212	18	146	20	0	0	184	565
Hourly Total	51	153	74	0	1	278	91	259	116	0	0	466	117	691	87	0	0	895	100	701	79	0	0	880	2519

Grand Total	558	1652	651	0	6	2861	910	1675	967	0	9	3552	809	6295	915	0	4	8019	978	6024	517	1	2	7520	21952
Approach %	19.5	57.7	22.8	0.0	-	-	25.6	47.2	27.2	0.0	-	-	10.1	78.5	11.4	0.0	-	-	13.0	80.1	6.9	0.0	-	-	-
Total %	2.5	7.5	3.0	0.0	-	13.0	4.1	7.6	4.4	0.0	-	16.2	3.7	28.7	4.2	0.0	-	36.5	4.5	27.4	2.4	0.0	-	34.3	-
Lights	541	1642	641	0	-	2824	898	1648	953	0	-	3499	800	6102	905	0	-	7807	970	5843	502	1	-	7316	21446
% Lights	97.0	99.4	98.5	-	-	98.7	98.7	98.4	98.6	-	-	98.5	98.9	96.9	98.9	-	-	97.4	99.2	97.0	97.1	100.0	-	97.3	97.7
Buses	11	3	2	0	-	16	8	15	7	0	-	30	4	26	3	0	-	33	2	50	11	0	-	63	142
% Buses	2.0	0.2	0.3	-	-	0.6	0.9	0.9	0.7	-	-	0.8	0.5	0.4	0.3	-	-	0.4	0.2	0.8	2.1	0.0	-	0.8	0.6
Trucks	6	7	8	0	-	21	4	12	7	0	-	23	5	167	7	0	-	179	6	131	4	0	-	141	364
% Trucks	1.1	0.4	1.2	-	-	0.7	0.4	0.7	0.7	-	-	0.6	0.6	2.7	0.8	-	-	2.2	0.6	2.2	0.8	0.0	-	1.9	1.7
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	16.7	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	4	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	83.3	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

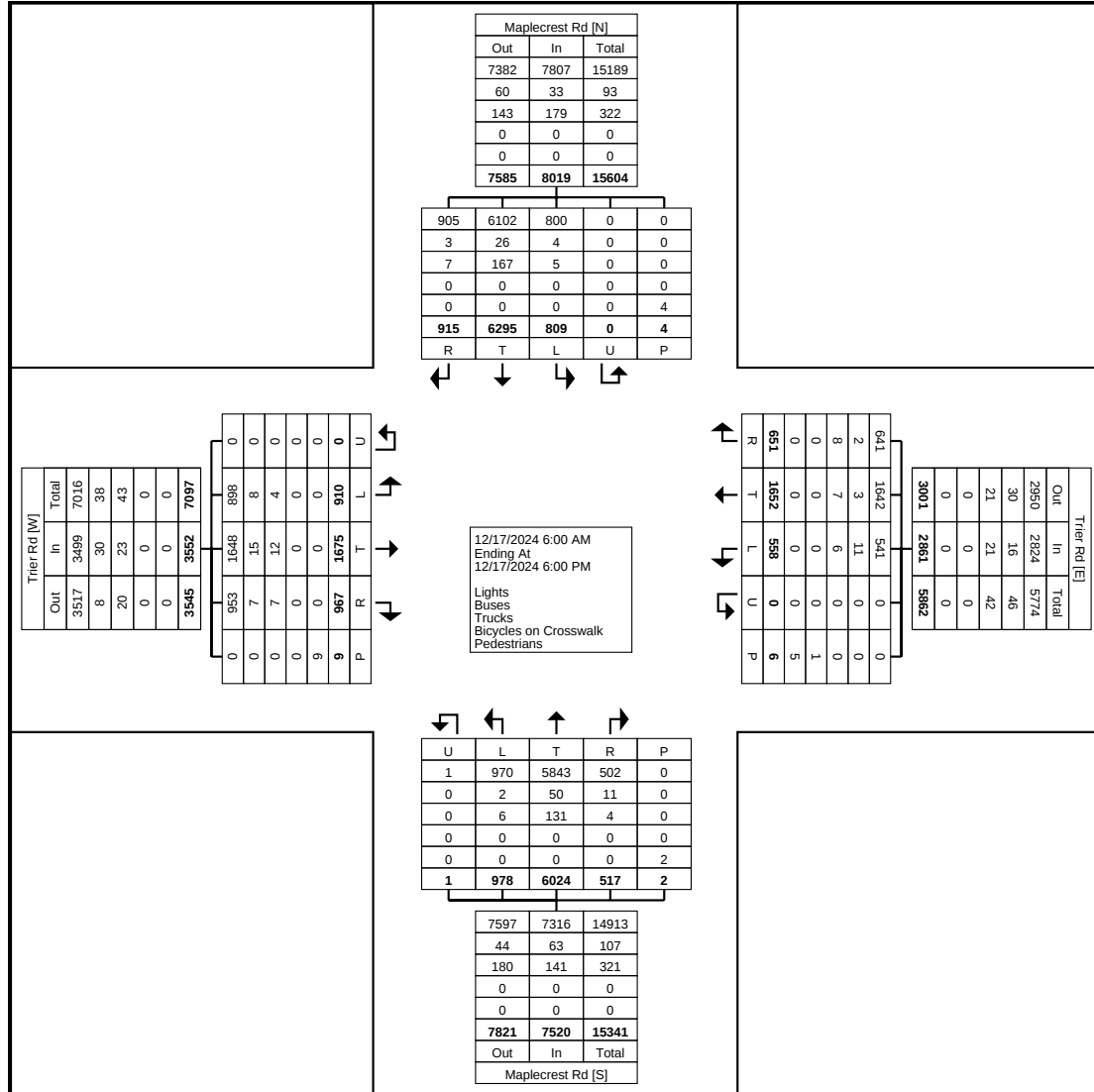


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Fort Wayne, Indiana, United States 46802
260.449.7309

Count Name: Maplecrest
Rd / Trier Rd
Site Code:
Start Date: 12/17/2024
Page No: 3



Turning Movement Data Plot

[illegible]

Turning Movement Peak Hour Data Plot (7:00 AM)



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Rd / Trier Rd
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Page No: 6

Turning Movement Peak Hour Data (2:45 PM)

Start Time	Trier Rd Westbound						Trier Rd Eastbound						Maplecrest Rd Southbound						Maplecrest Rd Northbound						Int. Total
	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	Left	Thru	Right	U-Turn	Peds	App. Total	
2:45 PM	17	60	16	0	1	93	22	60	24	0	0	106	22	142	51	0	2	215	41	178	19	0	0	238	652
3:00 PM	13	35	21	0	0	69	66	64	35	0	0	165	38	153	16	0	0	207	20	162	20	0	0	202	643
3:15 PM	19	37	27	0	0	83	53	88	30	0	0	171	25	156	14	0	0	195	20	181	22	0	0	223	672
3:30 PM	16	40	20	0	0	76	30	54	32	0	0	116	33	158	29	0	0	220	36	190	25	0	0	251	663
Total	65	172	84	0	1	321	171	266	121	0	0	558	118	609	110	0	2	837	117	711	86	0	0	914	2630
Approach %	20.2	53.6	26.2	0.0	-	-	30.6	47.7	21.7	0.0	-	-	14.1	72.8	13.1	0.0	-	-	12.8	77.8	9.4	0.0	-	-	-
Total %	2.5	6.5	3.2	0.0	-	12.2	6.5	10.1	4.6	0.0	-	21.2	4.5	23.2	4.2	0.0	-	31.8	4.4	27.0	3.3	0.0	-	34.8	-
PHF	0.855	0.717	0.778	0.000	-	0.863	0.648	0.756	0.864	0.000	-	0.816	0.776	0.964	0.539	0.000	-	0.951	0.713	0.936	0.860	0.000	-	0.910	0.978
Lights	62	172	83	0	-	317	167	264	118	0	-	549	117	596	108	0	-	821	115	702	80	0	-	897	2584
% Lights	95.4	100.0	98.8	-	-	98.8	97.7	99.2	97.5	-	-	98.4	99.2	97.9	98.2	-	-	98.1	98.3	98.7	93.0	-	-	98.1	98.3
Buses	1	0	1	0	-	2	3	1	0	0	-	4	1	2	0	0	-	3	0	4	5	0	-	9	18
% Buses	1.5	0.0	1.2	-	-	0.6	1.8	0.4	0.0	-	-	0.7	0.8	0.3	0.0	-	-	0.4	0.0	0.6	5.8	-	-	1.0	0.7
Trucks	2	0	0	0	-	2	1	1	3	0	-	5	0	11	2	0	-	13	2	5	1	0	-	8	28
% Trucks	3.1	0.0	0.0	-	-	0.6	0.6	0.4	2.5	-	-	0.9	0.0	1.8	1.8	-	-	1.6	1.7	0.7	1.2	-	-	0.9	1.1
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

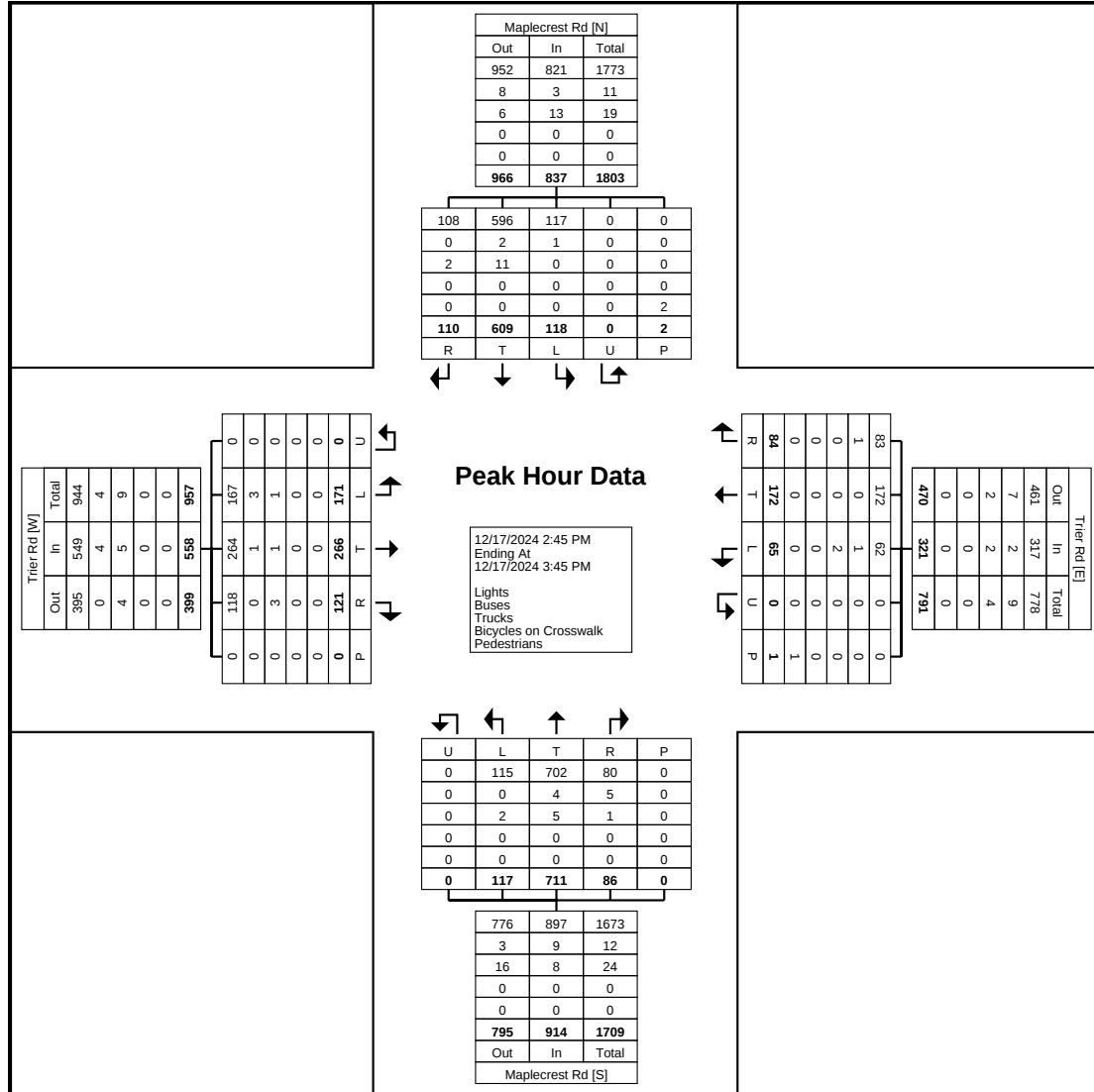


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Turning Movement Peak Hour Data Plot (2:45 PM)

HCM 7th Signalized Intersection Summary

3: Maplecrest Rd & Trier Rd

12/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	73	80	84	280	78	117	401	33	86	546	178
Future Volume (veh/h)	120	73	80	84	280	78	117	401	33	86	546	178
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1900	1885	1900	1885	1885	1900	1900	1841	1900	1885	1885	1900
Adj Flow Rate, veh/h	179	86	113	104	304	92	144	501	60	137	650	274
Peak Hour Factor	0.67	0.85	0.71	0.81	0.92	0.85	0.81	0.80	0.55	0.63	0.84	0.65
Percent Heavy Veh, %	0	1	0	1	1	0	0	4	0	1	1	0
Cap, veh/h	322	176	231	371	380	324	286	1074	128	403	831	350
Arrive On Green	0.10	0.24	0.24	0.07	0.20	0.20	0.08	0.34	0.34	0.07	0.34	0.34
Sat Flow, veh/h	1810	739	971	1795	1885	1610	1810	3146	375	1795	2455	1035
Grp Volume(v), veh/h	179	0	199	104	304	92	144	278	283	137	474	450
Grp Sat Flow(s),veh/h/ln	1810	0	1710	1795	1885	1610	1810	1749	1773	1795	1791	1699
Q Serve(g_s), s	6.3	0.0	8.2	3.7	12.6	4.0	4.2	10.2	10.3	4.0	19.5	19.5
Cycle Q Clear(g_c), s	6.3	0.0	8.2	3.7	12.6	4.0	4.2	10.2	10.3	4.0	19.5	19.5
Prop In Lane	1.00		0.57	1.00		1.00	1.00		0.21	1.00		0.61
Lane Grp Cap(c), veh/h	322	0	407	371	380	324	286	597	605	403	607	575
V/C Ratio(X)	0.56	0.00	0.49	0.28	0.80	0.28	0.50	0.47	0.47	0.34	0.78	0.78
Avail Cap(c_a), veh/h	559	0	713	672	786	671	571	946	959	690	969	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	0.0	27.0	23.5	31.2	27.8	18.3	21.2	21.2	16.1	24.4	24.4
Incr Delay (d2), s/veh	1.5	0.0	0.9	0.4	3.9	0.5	1.4	0.6	0.6	0.5	2.2	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	0.0	3.3	1.5	5.9	1.5	1.7	4.0	4.1	1.6	8.1	7.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	24.7	0.0	27.9	24.0	35.2	28.2	19.7	21.7	21.8	16.6	26.7	26.8
LnGrp LOS	C		C	C	D	C	B	C	C	B	C	C
Approach Vol, veh/h	378		500			705			1061			
Approach Delay, s/veh	26.4		31.5			21.3			25.4			
Approach LOS	C		C			C			C			
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	11.9	33.6	11.2	25.3	12.1	33.4	14.3	22.3				
Change Period (Y+Rc), s	5.9	5.6	5.8	5.8	5.9	5.6	5.8	5.8				
Max Green Setting (Gmax), s	19.1	44.4	19.2	34.2	19.1	44.4	19.2	34.2				
Max Q Clear Time (g_c+I1), s	6.0	12.3	5.7	10.2	6.2	21.5	8.3	14.6				
Green Ext Time (p_c), s	0.3	3.6	0.2	1.1	0.3	6.2	0.3	1.9				
Intersection Summary												
HCM 7th Control Delay, s/veh	25.6											
HCM 7th LOS	C											

HCM 7th Signalized Intersection Summary

3: Maplecrest Rd & Trier Rd

12/23/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	266	121	65	172	84	117	711	86	118	609	110
Future Volume (veh/h)	171	266	121	65	172	84	117	711	86	118	609	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1885	1856	1826	1900	1885	1870	1885	1796	1885	1870	1870
Adj Flow Rate, veh/h	263	350	141	76	239	108	165	756	100	151	634	204
Peak Hour Factor	0.65	0.76	0.86	0.86	0.72	0.78	0.71	0.94	0.86	0.78	0.96	0.54
Percent Heavy Veh, %	2	1	3	5	0	1	2	1	7	1	2	2
Cap, veh/h	449	390	157	213	432	363	285	979	129	282	797	256
Arrive On Green	0.13	0.30	0.30	0.06	0.23	0.23	0.09	0.31	0.31	0.08	0.30	0.30
Sat Flow, veh/h	1781	1278	515	1739	1900	1598	1781	3180	420	1795	2644	850
Grp Volume(v), veh/h	263	0	491	76	239	108	165	426	430	151	426	412
Grp Sat Flow(s),veh/h/ln	1781	0	1793	1739	1900	1598	1781	1791	1809	1795	1777	1717
Q Serve(g_s), s	9.8	0.0	24.1	3.0	10.2	5.1	5.7	19.8	19.8	5.2	20.2	20.3
Cycle Q Clear(g_c), s	9.8	0.0	24.1	3.0	10.2	5.1	5.7	19.8	19.8	5.2	20.2	20.3
Prop In Lane	1.00		0.29	1.00		1.00	1.00		0.23	1.00		0.49
Lane Grp Cap(c), veh/h	449	0	547	213	432	363	285	551	557	282	536	518
V/C Ratio(X)	0.59	0.00	0.90	0.36	0.55	0.30	0.58	0.77	0.77	0.54	0.79	0.80
Avail Cap(c_a), veh/h	583	0	667	479	707	594	502	865	874	511	858	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	21.6	0.0	30.6	26.4	31.4	29.4	22.0	28.9	28.9	21.8	29.5	29.5
Incr Delay (d2), s/veh	1.2	0.0	13.2	1.0	1.1	0.5	1.9	2.3	2.3	1.6	2.7	2.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.0	11.9	1.3	4.7	2.0	2.4	8.5	8.6	2.2	8.7	8.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	22.8	0.0	43.8	27.4	32.5	29.9	23.8	31.2	31.2	23.4	32.2	32.4
LnGrp LOS	C		D	C	C	C	C	C	C	C	C	C
Approach Vol, veh/h	754				423				1021		989	
Approach Delay, s/veh	36.5				30.9				30.0		30.9	
Approach LOS	D				C				C		C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.2	33.9	10.9	33.8	13.8	33.3	18.1	26.7				
Change Period (Y+Rc), s	5.9	5.6	5.8	5.8	5.9	5.6	5.8	5.8				
Max Green Setting (Gmax), s	19.1	44.4	19.2	34.2	19.1	44.4	19.2	34.2				
Max Q Clear Time (g_c+I1), s	7.2	21.8	5.0	26.1	7.7	22.3	11.8	12.2				
Green Ext Time (p_c), s	0.3	5.5	0.1	1.9	0.3	5.4	0.4	1.6				
Intersection Summary												
HCM 7th Control Delay, s/veh			31.9									
HCM 7th LOS			C									